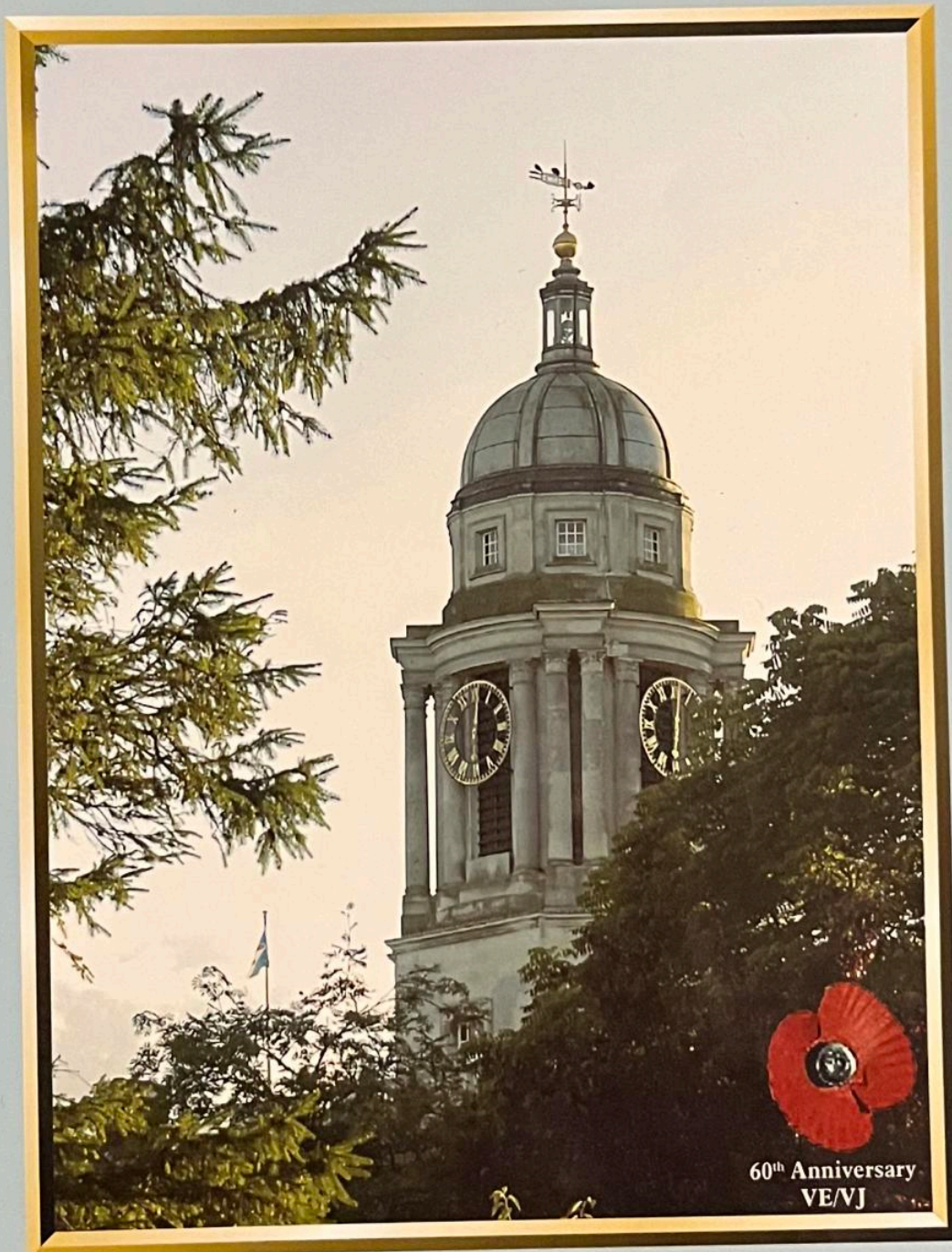




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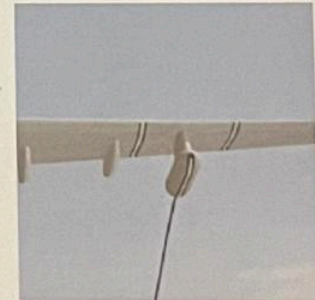
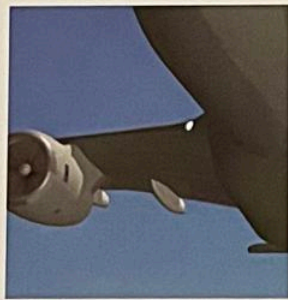
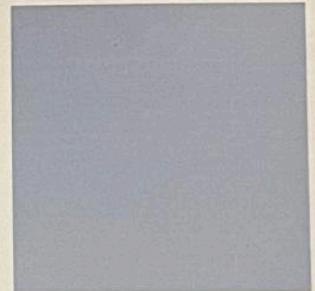
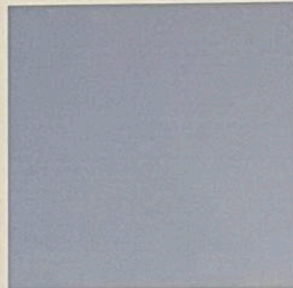
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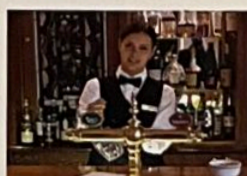
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VOLUME LXXVII

MARCH 2006

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The Journal was designed
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Crest Publications,

28 Moulton Business Park

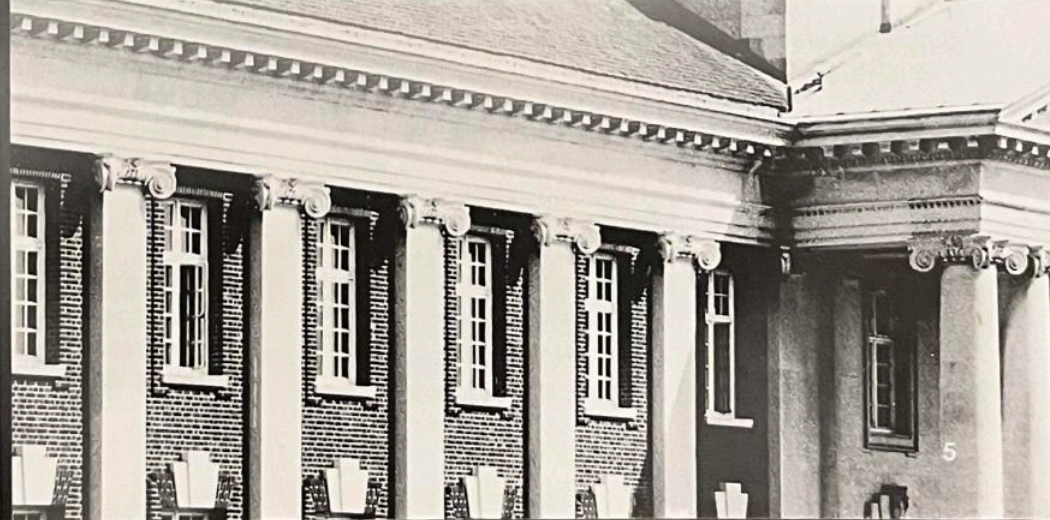
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FOREWORD

By Group Captain R I Chambers RAF



Group Captain R I Chambers RAF is GC OACTU and Editor - in - Chief of the Journal of the Royal Air Force College.

"Winners see what they want to happen, while losers see what they are afraid will happen".

I am delighted to be able to add my comments to the Journal at the end of another year of frenetic activity and real achievement by staff and cadets. As usual, we have seen a wide range of visitors to the College from home and abroad, the College sports teams notched up some impressive wins and, in spite of reduced intakes,

over £20,000 were raised for an eclectic range of charities by cadets in increasingly imaginative ways and some of their antics are described in the Squadron articles. The return of a boxing tournament, directed by the College Warrant Officer, was also a particularly good generator of funds for a charity with which the College has a close affinity, the Lincoln Cardiac Support Group. I am also personally grateful to Wg Cdr Cdts in 'volunteering' to sacrifice his moustache for charity!

2005 has been a momentous year with decisions to transfer higher command of the University Air Squadrons to the Commandant, RAF College, and also to bring RAF Halton into the 'Pillar' in April 2006. These changes, combined with many new faces in the senior appointments, the reorganisation of OACTU courses and the unrelenting targets for the recruiters and selectors, have ensured that everyone is learning how to handle ambiguity and to master constant change. More parochially, I would like to pay tribute to the considerable effort expended by the Directing Staff in OACTU in designing, preparing and writing the new courses against an extremely tight deadline of less than a year. As a result of their outstanding work, IOTC 1 started on time on 21 November with 108 cadets and is already starting to look a promising course. This year's Journal focuses on the changes afoot with sever-

al articles on how the College is preparing its potential officers for the challenges of the future. There are articles on the realignment of the UAS syllabus, the introduction of the new IOT, SERE and Basic Air Warfare courses that have led to the restructuring of OACTU Sqns and the creation of an academic studies team staffed by Kings College London. However, the changes to training are but a small piece of the wider picture of recruitment and selection, as is highlighted in the recruiting articles that discuss the lack of awareness within ethnic minority communities of the opportunities that exist within the RAF. Sgt Calder's expose of 'life down under' on Ex LONGLOOK reveals that recruiting the next generation is a global problem and will demand even more creative solutions. This theme is echoed in the summary of the Air Cadet Organisation's first ever national recruitment drive for more adult volunteers – the lifeblood of their organisation. As usual, there is a diverse range of articles that cover the Royal Review, Ethos and Heritage and very appropriately, a transcript of the College Chaplain's graduation sermon on the need for wisdom. Also included are the usual sports reports, where the warfighter ethos is readily apparent, and the insight into Squadron life, which with the demise of the old course, has seen the release of the squadrons' Tigers, Dolphins and Dragons back into the wilds.

The last year has undoubtedly been very challenging but there is a great sense of achievement within the College now that the new course has settled into the routine and preparations for the next Entry in February are well under way. There is also a renewed energy and an air of anticipation as the final detail is worked into the new deployment exercise at RAF Syerston - Exercise DECISIVE EDGE. The cautious optimism of the early days of OCTR has been replaced by a confidence based upon substance, best practice and continual development. The College is forward looking and continues to go from strength to strength as it *strives for higher things*. The improved facilities, new academic partnership, quality and enthusiasm of students and instructors clearly show that the College is a world-class institution and remains second to none. I am sure that the year ahead will be just as exciting and challenging.

ROYAL AIR FORCE COLLEGE DIARY 2006

INTERCOLLEGIATE GAMES

Supporters are most welcome for the following Intercollegiate Games:

- 10-12 Feb 2006 École de L'Aire (French Air Force Academy) (AWAY)
- 11- 2 March 2006 Royal Military Academy Sandhurst (HOME)
- 21-23 April 2006 Koninklijke Militaire Academie (Dutch Military Academy) (HOME)
- 9-10 September 2006 Britannia Royal Naval College (Dartmouth) (HOME)

28-29 October 2006 Offizierschule der Luftwaffe (German Military Academy) (HOME)

OLD CRANWELLIANS' REUNION DINNER

17 June 2006 Address by Geoffrey Wellum in College Hall 'A Typical Day in The Battle of Britain'

FOUNDERS' DAY

2 April 2006 – Founders' Day has been postponed from 29 January 2006 owing to building works being conducted on St. Michael's church.

AIR COMMODORE R B CUNNINGHAM MBE ADC MA RAF

Commandant RAF College Cranwell and Director of Recruitment (RAF)

Air Commodore Robert Cunningham was born in Croydon in 1957 and educated at Dr Challoner's Grammar School in Buckinghamshire. He joined the Royal Air Force as a University Cadet in 1975 and read Natural Sciences (Physics) at Lincoln College, Oxford.

After Initial Officer Training at the RAF College Cranwell, he qualified as a navigator at No 6 Flying Training School, RAF Finningley, and converted to the Phantom on No 228 Operational Conversion Unit at RAF Coningsby in 1980. Tours in the Air Defence role followed at RAF Leuchars (on No 43 Squadron), RAF Stanley in the Falkland Islands (No 23 Squadron) and RAF Wattisham (No 56 Squadron), latterly as Navigator Radar Leader. After an Air Staff appointment in the Ministry of Defence from 1986 until 1988, he was made an MBE and converted to the Tornado F3 on No 229 Operational Conversion Unit at RAF Coningsby, joining the re-formed No 23 Squadron as a flight commander at RAF Leeming. In 1992, he attended the Royal Australian Air Force Command and Staff College in Canberra. He returned as Military Assistant to the Assistant Chief of the Defence Staff (Policy and Nuclear) in the Ministry of Defence. As a wing commander, he served as a staff officer in the Plans Branch at Headquarters Strike Command from 1995 to 1997 and commanded Operations Wing at RAF Akrotiri until 1999. He then took up the appointment of Group Captain Air Defence (Air) at Head-

quarters No 11/18 Group, subsequently becoming Group Captain Defensive Operations at Headquarters No 1 Group in 2000. As Commander British Forces on Operation RESINATE (SOUTH), he served at Prince Sultan Air Base, Saudi Arabia in 2001. He commanded RAF Cranwell and No 3 Flying Training School from 2002 to 2003. Graduating from the Royal College of Defence Studies in 2004, he was selected to be Deputy Senior British Military Representative-Iraq, serving in Baghdad during the first democratic elections. He returned to Headquarters Strike Command in mid-2005 to lead Project TRENCHARD, the development of expeditionary air force structures. He was appointed Commandant RAF College Cranwell and Director of Recruitment (RAF) in November 2005.



Air Commodore Cunningham is married to Frances; they have sons aged 15 and 12 who are at school in Lincolnshire.

THE NEW INITIAL OFFICER TRAINING AND SPECIAL ENTRANT AND RE-ENTRANT COURSES

OFFICER CADET TRAINING REVIEW

The Officer Cadet Training Review (OCTR) was established in April 2003 to identify what would be required of 'Tomorrow's Officer' and recommend the structure and content of an Initial Officer Training Course (IOTC) that will provide the platform for developing Junior Officers (JOs) into the next decade, and thus the senior officers of 2020 and beyond. Today, it is no longer the case of whether JOs will be involved in operations but when; consequently, it is implicit that our future JOs are equipped with the mindset and necessary skills to enable them to support the ethos of war fighter first and specialist second. Thus, the OCTR determined that tomorrow's officer will need to be:

"military minded and of a courageous and determined fighting spirit; mentally agile and physically robust; politically and globally astute; air minded, technologically competent and able to handle ambiguity; capable of understanding and managing inter-personal relations; flexible, willing to take risks, adaptable and responsive; and able to handle tomorrow's recruit."

During their research, the OCTR concluded that there were many good features in the 24-week IOTC which, over many years, had produced officers who were proud of their achievements during the course, were well motivated towards their specialist training and had a high degree of teamwork and camaraderie. However, the research also revealed that the leadership style developed was predominantly control based,

that the course had a strong assessment (as opposed to learning) culture, and that many graduates had an inability to relate to other ranks in general, and SNCOs and WOs in particular. Furthermore, there was minimal use of IT and a lack of realism in some aspects of the training. At the time of producing the Report, it was evident that the current Officer and Aircrew Cadet Training Unit (OACTU) staffs were vigorously addressing many of the issues, but were constrained by the current course length and design. Overall, the OCTR developed over 100 recommendations for change, of which over 90% have been incorporated within the new IOTC. It was recognised that a complete redesign of IOTC would have implications for the Special Entrant and Re-Entrant (SERE) Course; this Course is for officers joining the Specialist Branches ie Doctors, Dentists, Nurses, Chaplains, and Lawyers, and also for officers rejoining the Service, or joining the RAF from other Services. The SERE Course dovetails into the main events of the IOTC therefore it was reviewed concurrently. Although many of the conclusions relating to SERE mirrored those highlighted within the IOTC, a number of other key recommendations emerged. For example, the previous SERE Course produces officers who have not completed Initial Ground Defence Training (IGDT), and so have not been authorised to carry weapons. Yet many deploy on operations only a few weeks after leaving Cranwell which moves the problem to their gaining units. Such practical realities of employing specialist personnel in today's expeditionary RAF mean that the lengthened SERE Course, which is more integrated with IOTC, will produce a better trained and more credible specialist officer who is also IGDT trained.

THE NEW INITIAL OFFICER TRAINING COURSE

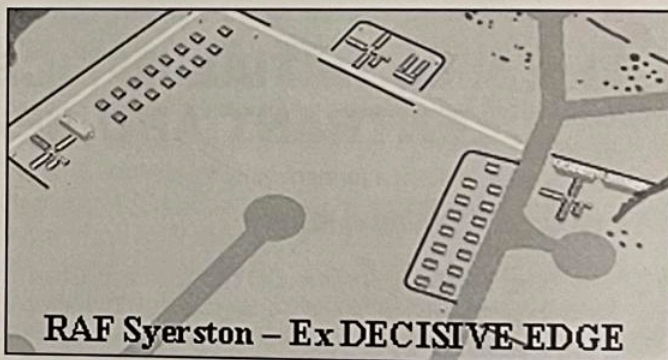
The new IOTC represents considerable change through the development of a new OACTU structure, a refocusing of elements of practical leadership, increased academic study, changes in training methodology/assessment and an impressive new IT/IS base. However, as the previous IOTC already delivered first-class training based on sound and established training principles, the new course builds on these aspects by taking current best practice and developing it to meet the requirements of Tomorrow's Officer. From the outset the challenge has been not to 'throw the baby out with the bathwater'.

The new IOTC has been designed around 3 terms of 10 weeks core training, with a week's leave at the end of the first and second terms; this has increased the course from 24 weeks to 32 weeks. Moreover, the Basic Air Warfare Course (BAWC), delivered by the Air Warfare Centre, has been incorporated into the final term. Recommendation for graduation is made at the end of the second term, subject to satisfactory continuation in performance, to enable the final term to be transformational in nature; this enhances the individual's transition from Officer Cadet to JO. The course has places for up to 120 cadets with a new course starting every 11 weeks. This gives an annual throughput of up to 540 cadets per year.

The new IOTC also incorporates a revision of the Organisational Development (OD) of OACTU. The flight system that traditionally had a JO Flt Cdr responsible for 8-10 cadets has been radically changed. Flt Cdrs are now supported by a Flight Sergeant as the Deputy Flt Cdr, and between them they have responsibility for up to 30 cadets. Specialist Training Teams (STTs) have been established to provide expertise in particular areas of the course, including leadership, military skills, physical education, and academics. Instructors from the STTs join individual flts for large elements of the IOTC, thereby ensuring that the 1:10 ratio, that is so important for experiential training, is retained. Consequently, cadets experience training by officers from a greater variety of branches and they enjoy improved mentoring from their Flt Cdr and SNCO Deputy Flt Cdr. Essentially, the revised OD effectively decouples training and assessment. Independent testing officers, who have not previously trained or assessed a particular cadet, judge final achievement.

In recognition of the need for officers to have a better understanding of airpower and air warfare, an enhanced Academic Department has been formed in partnership with King's College London (KCL). In addition to the existing military Operational Studies staff, 7 lecturers from KCL now lecture to the IOTC, SERE Course and the BAWC students. Each IOTC flt of 30 cadets is allocated a tutor from the Academic Department for the duration of the course.

The concept of empowered leadership, based on the principle of mission command, has been introduced to balance the action centred leadership previously taught. The aspiration is for the cadet to be empowered to think creatively and innovatively and thus develop a personal style of leadership which, in time, will become transformational in nature. During this 'journey', cadets consider not just what they need to do to fulfil the functions of leadership, but who they need to be. The practical exercises throughout the new course have been designed around deployed operations scenarios, with maximum involvement of the wider RAF. The previous Field Leadership Camp, typified by its reliance on pine-poles and ammunition boxes, has been replaced by Exercise MILITARY AID which uses a series of realistic scenarios based around Military Aid to the Civil Authorities. The former final leadership exercise, Exercise PEACEKEEPER, has been replaced by a combined exercise at RAF Syerston, based on 2 Deployed Operating Bases. This involves Term 2 students undertaking a series of Force Protection roles in Exercise DECISIVE EDGE, while Term 3 students are given the opportunity to explore transformational leadership in the Combined Operations Centre (COC) and direct the activity of their junior colleagues.



All aspects of physical education within the new IOTC have been redesigned. Fitlinxx-enabled cardiovascular exercise equipment - which allows the PEd staff to monitor cadet physical activity remotely - has been procured so the cadets now take responsibility for some of their own physical fitness training, particularly during the latter stages of the course. Cadets have round the clock access to the RAF Intranet and the Internet in all domestic and training accommodation, which provides graduates with a better understanding of the use of IT. Moreover, all course information, lessons and OACTU internal communications are made available through the Management Information System (MIS) on the OACTU website.



THE NEW SPECIAL ENTRANT AND RE-ENTRANT COURSE

The new 11-week SERE course has been designed to achieve as many of the key objectives of the IOTC as possible through integration with all 3 IOTC terms and culminates with a combined IOTC/SERE graduation. The training and assessment is conducted in the same manner and to the same standards as the IOTC. Up to 3 SERE courses are run each year.

As previously mentioned, a fundamental change to the output standard of the new course is the inclusion of the full IGDT syllabus. This is achieved by working alongside the Term 1 and Term 2 IOTC cadets, which gives SERE graduates more confidence in their ability to undertake operations and raises their credibility amongst the wider officer corps. The inclusion of a station visit provides firsthand experience of the working environment at the front line, whilst broadening their understanding of the RAF community.

SERE Course students also undertake some of the new building blocks of leadership development within IOT; for example, team building on the low ropes course, and emotional intelli-

gence and awareness training utilising the Strength Deployment Inventory. They participate in some of the basic leadership training, including use of the Officers & Aircrew Selection Centre hangar exercises, as well as more dynamic training on the Cranwell North Airfield. They then join Term 2 IOTC cadets for the planning and execution of Ex DECISIVE EDGE, followed by an opportunity to observe the activities of the Term 3 cadets in the COC. After a positive recommendation for graduation, course members complete their academic studies prior to graduation. Following a week's leave, graduates return to attend the BAWC.



OACTU STAFF INDUCTION COURSE

The significant changes to IOT, and the drive to develop a more empowered and emotionally intelligent cadet, have necessitated a detailed review of how OACTU staff are developed. Clearly, the officers employed to deliver this considerable step-change in the approach to officer training will need to be operationally experienced, enthusiastic and equipped with the mindset and skills to develop Tomorrow's Officer. Moreover, OACTU induction training is now offered to all staff that have regular contact with cadets undergoing training. Bespoke Ethos Training packages have been designed to provide appropriate training for all of the OACTU staff, including the civilian support staff, and external training providers such as the Force Development Training Centres at Grantown-on-Spey and Fairbourne. The former OACTU Fit Cdrs' Induction Course (FCIC) has been redesigned and modularised to provide tailored induction training across OACTU. The FCIC replacement, the OACTU Staff Induction Course (OSIC), consists of 6 one-week modules and is in addition to the 3 week Defence Instructional Techniques (DIT) Course. The modularised approach provides the flexibility to tailor training to suit individual instructors' needs.

SUMMARY

The first new IOTC started on 21 November 2005 with 108 cadets. The OACTU staff have risen to the challenge of delivering a course that represents the biggest fundamental change in officer training for decades. IOTC No 1 will graduate on 13 July 2006, and it is then that we will see the first of 'Tomorrow's Officers', who, following their specialist training, will be a battle winning component of Air Power.



Ribbon cutting ceremony for IOTC No 1. (Image kindly supplied by Kamara Photographic Studio, Lincoln)

FAREWELL TO AIR COMMODORE M C BARTER CBE ADC RAF



The Commandant's departure coincided with the Panto season so the cadets took advantage of the props to modify their Ultimate Challenge chariot to convey the Commandant to a passing Chinook that appeared out of nowhere and landed on the Orange! It appears to have brought a lump to

the Commandant's throat! A great supporter and participant in cadet activities, Air Commodore Barter has been an outstanding Commandant who led the College through an exciting and highly successful period of change; we wish him and Ali every success and happiness for the future.

KING'S COLLEGE LONDON (CRANWELL) AIR POWER STUDIES

By Christopher Finn



Christopher Finn is the Senior Air Power Lecturer (Admin) for King's College at Cranwell and has been instrumental in setting up the KCL(C) department.

The recent Review of the RAF's initial officer training concluded, amongst other things, that a more interactive teaching methodology was required both to enhance the students' knowledge and to engender an enthusiasm for the further study of air power in the broadest sense. There were also requirements to teach the Service's history in more detail, to expand the teaching of air power across the Service, and to make junior officers more globally and politically aware. As a result, the decision was taken to seek an Academic Partner on the lines of the partnership between the Joint Service Command and Staff College and the King's College London Defence Studies Department (DSD) there.

ous Director Defence Studies (RAF), has been appointed as his deputy. Two lecturers, Dr Nicholas Lloyd and Mr Benjamin Jones, will start at Cranwell in January and recruiting for the other three posts has already started. At OACTU the academic staff will work with the Operational Studies team to teach RAF history and air power. They will lecture on research and study skills, geopolitics, the international system and conflict studies. They will also advise on teaching methodologies, and have tutorial responsibilities for the individual cadets in addition to leading the teaching in 10 student syndicate groups.

At the Air Warfare Centre, the academic staff will lecture to both the Basic and Higher Air Warfare Courses, run syndicate and panel discussions, and run Staff Rides. The KCL(C) staff will also conduct research and writing tasks for the Air Staff. Finally, as is the case with all university departments, the KCL(C) staff will be conducting their own research into air power and associated topics to support publications and conferences.

The airpower academic community is remarkably small and centred mainly upon the USA, the UK and Australia. Whilst in the short term, the air power studies team at Cranwell will concentrate on teaching the new courses, the aspiration is that in the future they will provide the nucleus for air power studies within the United Kingdom and Europe.

After a competitive tendering process, King's College London was selected to provide a staff of seven academics, known as KCL(C), at the Royal Air Force College Cranwell. Dr Joel Hayward, an air power specialist from the DSD at Shrivenham, has been appointed as Head of Air Power Studies at Cranwell and Gp Capt (Retd) Chris Finn, a previ-

THE NEW 'E SQUADRON'

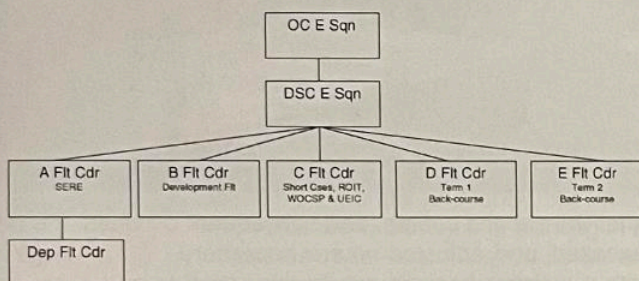
By Flt Lt Dave Thompson



Flt Lt Dave Thompson is the E Sqn Deputy Sqn Commander.

It has been well publicized that the new IOTC started on 21 Nov 05; however, perhaps less well publicized was the standing up of the new E Squadron. The new squadron has been formed to complement the new course and give a sense of identity to a wide ranging, but disparate, group of courses and flights at OACTU. Sqn Ldr C R Hartford the current Sqn Ldr Cadets, whilst maintaining his existing commitments, has been selected to become E Squadron's first OC. Under his

leadership, a core of experienced flt cdrs has been given the responsibility of facilitating the development of Short Courses, Term 1 & 2 Back-courses and the students on a medical hold on Development Flight. E Squadron's chain of command is demonstrated below.



The set up of the Squadron is such that it can remain flexible, owing to the infrequency of the Short Courses. The C Flt Cdr will supplement the other flt cdrs during periods of high workload such as the SERE Course and elements of Term 1 & 2

training; additionally, this will also allow for the rotation of the back-course flt cdrs. This will become an important factor in the management of the Term 1 and Term 2 back-course flt cdrs who otherwise would have to prepare for and 'flight commander' continuous back-courses. The new system allows for 2 by 10-week periods of high tempo workload for the flt cdr commanding D Flt and subsequently E Flt, followed by 10 weeks of support as the C Flt Cdr. In addition to supporting E Squadron as the C Flt Cdr, this time will also be utilised for continuation training to ensure that the flt cdr remains at the cutting edge of leadership facilitation.

The cadets stand to benefit directly from the new squadron as a result of their flt cdrs' having gained a vast range of experience at OACTU. Each E Squadron flt cdr will have worked on one of the main course squadrons and will have a proven pedigree working with cadets prior to placement on the new squadron. Cadets will also integrate with a more diverse group of individuals than they would normally meet on a main squadron, potentially rubbing shoulders with Special Entrant and Re-entrant, Reserve Officer Induction Training, Non-commissioned Aircrew, Development Flt and Term 1&2 Back-course cadets. The opportunity to have such a wide range of cadet interaction during training will help ensure that the cadets witness at first hand the many different roles and backgrounds that, together, form the officer corps of the Royal Air Force.

Crucially, notwithstanding the many different stages of development the cadets will be at, they will all share a common goal. Together they will be striving to attain, with the guidance of E Squadron Directing Staff, the level of excellence that is required of today's and tomorrow's junior officer.



ROYAL AERONAUTICAL SOCIETY CRANWELL BRANCH



3 April 2006

Mr Mike Leggett
'The Future of Spaceflight'

3 July 2006

Mr Terry Holloway
'Marshall of Cambridge'

5 June 2006

Mr Roger Taplin
TBC – A400M Wing and Engine Development

2 October 2006

Mr Roy Fowkes
'The Life and Work of Sir Frank Whittle'

Location:

1930hrs in Whittle Hall, RAF College Cranwell

Admission:

RAeS members	Free
Non-members	£1.50 payable on the door

THE BAWC - THE WHAT?

By Flt Lt Kenny McLaughlin



Flt Lt Kenny McLaughlin is an instructor at the AWC and will be delivering Basic Air Warfare training to Initial Officer Training cadets in their third term.

This article is a brief instructor's view of the Basic Air Warfare Course (BAWC) and my aim is to enlighten the reader as to what the course is all about and where it fits in to the Air Warfare (AW) Training Strategy. The BAWC is a new innovation currently being taught to recently commissioned RAF officers. The aim of the BAWC is to provide an introduction to AW to all newly commissioned officers. The course will provide them with the basic Air Power knowledge and AW skills to enable them to to potentially contribute to the enhancement of the RAF's

operational capability. Based on this foundation, through-life learning opportunities are planned that will support the warfighter first philosophy and reinforce understanding in the core business of the RAF, the delivery of Air Power.

With effect from May 06 the BAWC will be embedded within Term 3 of the new IOT course, although it will still be undertaken at Air Warfare Centre (AWC) Cranwell. The 2 week BAWC will be followed by Air Power/AW uplifts through Phase 2 training (Initial Specialist Training) and attendance on Command and Staff Training courses, leading, ultimately, to the Higher Air Warfare Course (HAWC) for those selected for promotion to wg cdr or attendance on Advanced Staff Training.

The first 2 BAWC courses were populated with officers coming mainly from the Admin Training Branch within the unit Force Development Squadron (FDS) structure. The aims of the first 2 courses were threefold; firstly for the instructors to practice delivering the course, secondly for the students to enhance their own understanding of Air Power and finally, for FDS staff to see the standards that will be achieved by future officers. The course is very diverse in content and, not surprisingly, covers a wide spectrum of topics from the Strategic to Tactical levels.

The course employs a blended learning approach and, as well as the classroom lessons, there are seminar discussions

and syndicate exercises. The exercises cover: Campaign Planning for a Non Combatant Evacuation, building up a Forward Operating Base and a Composite Air Operation, all of which use low-tech but reliable and ubiquitous whiteboards and marker pens for the students to do their planning. When the students are split up into syndicates to complete the exercises the resulting group dynamics are often very interesting, and have even led to some teddy bear throwing!



After the second course, and subsequent critiques, the boss 'tweaked' and adjusted where necessary. As an engineer with a logistics background, he also tried to add even more logistic content; however, the staff managed to hold him back on that! After the second course, two other instructors from the Fighter Control and Nav/WSO branches reinforced the 3 other flt lts from the Intelligence, Engineer and Flight Ops Branch. To date we have now delivered four courses with the last two populated by newly commissioned officers from the RAF College. However, by the time this article is printed, we will have completed another 4 further BAWCs in October and December.

We are confident that the content of the BAWC is at the right level and that there are, as at the end of September, now 91 officers out there who have had a better grounding in Air Power awareness than their peers. You can get more details about the AW Training strategy, including plans to enhance delivery to airmen, and a host of information on Air Power from the intranet website: <http://awtmt.cranwell.raf.r.mil.uk>

THE BAWC – A STUDENT'S PERSPECTIVE

By APO Andrew Green



APO Andrew Green graduated from 210 IOTC, held at the AWC and is now training for the Fly (P) Branch.

The confirmation arrived; I would be undertaking the Basic Air Warfare Course (BAWC). Having completed Initial Officer Training (IOT) and having passed my Operational Studies (OS) exam in the process, I was really looking forward to another 2 weeks of Air Power (AP), right? Well, yes actually.

I feel it is important to point out that I am not the typical BAWC student, I completed IOT in Nov 04, since which time I have been 'holding' in the Air

Warfare Centre (AWC) Cranwell. During my time in the AWC I saw the BAWC develop from an idea into an essential course for every junior officer. For that reason, the BAWC was a course in which I was keen to participate. Furthermore, though only 9 months down the line, I knew that already some of my OS taught AP knowledge had waned, though of course I had picked up some snippets of knowledge along the way.

Most of the time, when reminded of a subject, the ideas and theories that surround it would come rushing back; occasionally they would not. Regular student-led conferences taking place in syndicates allowed students to participate in AP discussion and expand their own theories and

understanding of recently received lectures. To that end, the first week of the BAWC, mostly consolidation of OS learning, was of great benefit to me.

The second week of the BAWC, however, is when the course provided an entirely new challenge. Practical exercises demonstrated the logistics effort required to mount a Deployed Operating Base or run a Forward Operating Base. There were also opportunities to complete the estimate process for a given, dynamic scenario, and to plan a Combined Air Operation. These exercises were both testing and rewarding and shed new light on what had, until then been only learned theory. It could be said that some of the

mechanisms learned by BAWC students will not be relevant until much later in an officer's career but I would have to disagree. It may be 10 years until a student is involved in the construction of an Air Estimate but it may only be 10 months or 10 days until one affects them.

The BAWC gave me an insight into the work that other branches do to support the war fighting effort. Having successfully completed the BAWC I now understand the ways of my Lords and Masters, for that I am much richer in AP knowledge and certainly a more complete and capable junior officer.

RECRUITING DOWN UNDER - EXERCISE LONGLOOK 2005

By Sgt Julie Calder, AFCO Leeds



Sgt J Calder works at AFCO Leeds and is a SNCO Interviewer.

Over 2 years ago the Australian government made a political decision to contract out Defence Force Recruiting (DFR). The 4 year contract was signed by 'Manpower' in July 03, and is due for review next year. When I was selected to participate on Ex Longlook 05, not only was I excited with the prospect of spending 4 months in Sydney, but I also knew that the experience of working in a tri-service recruiting office would be an interesting one.....

It is interesting to note that the challenge of attracting and recruiting the 'new generation' of young people to the military is a global one. Though following a relatively recent decision to contract DFR, the Australian Defence Force (ADF) is already struggling to reach their target figures. I discovered an article in a national newspaper that simplistically summarised the reasoning behind this recruitment apathy. The article accepted that the ADF is heading towards a 'recruiting crisis' and laid the blame for this on the strong Australian economy and the increasingly ambitious and well educated generation labelled as 'Generation Y'. In my opinion, if the ADF wants to successfully recruit from 'Generation Y' then it is vital that they raise and maintain their level of visibility.

The ADF are not prominent enough in the public eye and it is naïve to think that 'Generation Y' even knows that the ADF exist, never mind the career opportunities available to them. An Area Manager I spoke with believed there to be no recruitment value in spending money for the DFR to attend local events. In the short term perhaps not, but surely the focus should not be a short term one! Without the attraction of these 'shop fronts', a reduction in DFR's marketing budget, little attendance at exhibitions and venues and no motivational work, will result in the situation not improving. However, ADF recruitment appears to be based around the dollar! Manpower's only focus is primarily to the end of their contract in 07.

At home, we as recruiters still have a lot of work ahead and cannot afford to stand still. We must continue to look at new ways to attract the new generation (X Y or Z)! This means continual recruiting challenges and more creative solutions. However, I returned home in the comfort and knowledge that our recruiting system is a good one and our present focus, to invest in and motivate our school children, will go a long way to assist future recruitment.



At the RSL Club Parramatta

I had an amazing time in Oz. I met some great people, travelled to some fantastic locations and thoroughly enjoyed my exposure to another culture. Not wanting to miss out on an opportunity to recruit, I even managed to give out a few business cards whilst on my travels. Though my presentation on the 'RAF Today' given to my local Returned Services League Club was very well received, I have serious doubts as to its recruiting potential; the average age of the audience was probably 65!!



The Recruiting Gang - Spot the Pom

UNIVERSITY AIR SQUADRONS – THE FUTURE

By Wg Cdr S G Peters

Introduction

A study, tasked by Air Officer Commanding Training Group, has reviewed the provision of light aircraft flying for the RAF. The review examined University Air Squadron (UAS), Elementary Flying Training (EFT) and Air Experience Flight (AEF) operations and the form and function of the UASs. The Study recommendations received Ministerial approval in September 2005.

The principal outcome of the study was that formal EFT will no longer be delivered on the UASs but will be undertaken after Initial Officer Training on 3 new EFT Sqns (RAF Cranwell, RAF Church Fenton & RAF Wyton). Higher Command of the UASs will transfer to Comdt RAF College Cranwell with UAS flying delivered by the embedded AEFs through OC No1 EFTS to Defence Flying Training (DFT).

The Need for Change

The study was called for 3 reasons:

- Inefficiency in the flying training pipeline leading to long gaps.
- Pressure on undergraduates to complete EFT (including a career directing streaming decision) and a degree at the same time.
- Funding and manpower pressures driven by the drawdown in Defence.

In looking at these issues, the following assumptions were made and reaffirmed:

- The UASs are a valuable asset and should be retained.
- The UASs must remain attractive and provide meaningful flying.

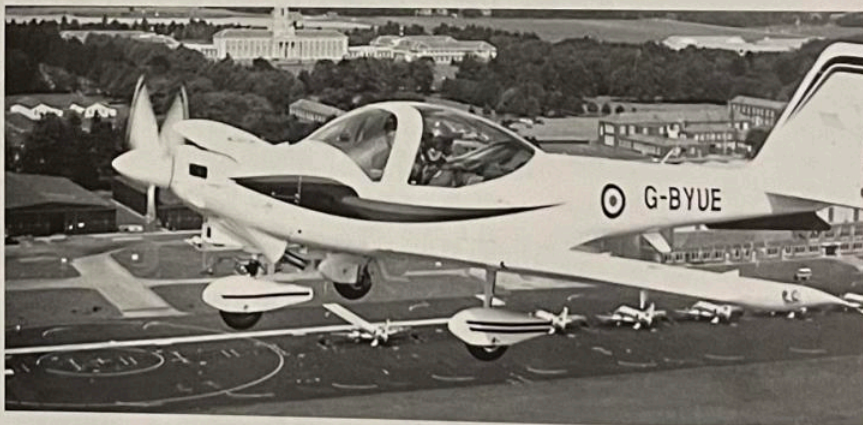
- We must retain the links with universities.
- There should be no reduction in AEF flying for the Air Cadet Organization.
- The future EFT organization should be able to adapt to the Military Flying Training System construct.

The Outcome

Formal EFT for undergraduates ceased post the Ministerial announcement in September 2005. However, flying remains a major activity for *all* UAS members who will be allocated 10hrs flying per year. This flying may be used as credit toward a civil licence. The UASs remain an integral part of No1 EFTS. Reporting to 2 Masters, OC No1 EFTS will be responsible for delivering the flying element of the UAS programme to DFT and the ground training syllabus to Comdt RAFC Cranwell. The UAS sqns themselves will be divided into 2 flights, AEF and Force Development (FD). Moreover, a number of the UAS sqn cdr posts have been opened up to officers of any branch. The focus of the UAS will shift to force development (FD), adventurous training (AT), personal development and leadership training (PDLT). This will allow UAS membership, apart from sponsored students, to be branch neutral – thus removing the divide between ‘air’ and ‘ground’ members. A new Ground Training programme Scoping Study has just been completed and a Training Needs Analysis is planned to commence in 2006.

The New UAS Structure

From the outset it was recognised that flying was the major draw for applicants to the UASs and that, if the UASs were to remain an essential contributor to the RAF’s officer recruiting, both regular and reserve, they had to be sufficiently attractive to undergraduates. Meaningful flying must still be available to promote air-mindedness and aviation. Moreover, other activi-



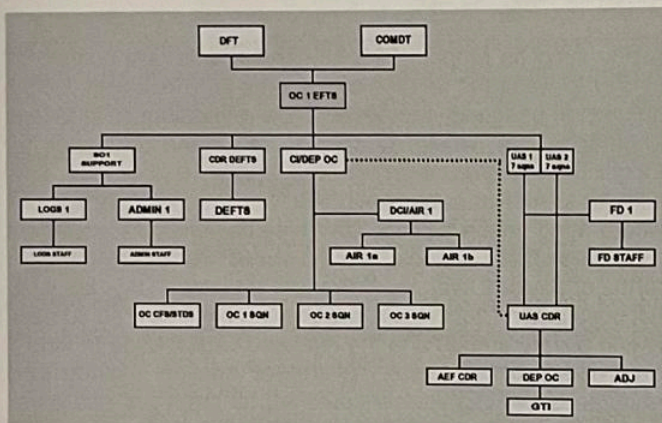
ties have to be sufficiently engaging to attract high calibre under-graduates to the UAS. Above all, the 'fun factor' has to be maintained.

How will it work?

Flying

On 10 of the 14 UASs the sqn cdr will remain a Qualified Flying Instructor (QFI) and he will be supported by a QFI/Dep Sqn Cdr and an AEF Flt Cdr. Where sqn cdrs are Ground Branch officers an extra QFI will be added to the sqn strength. At Wyton and Woodvale, the unit's AEF will support both UASs but will be under the command of OC Cambridge and Manchester and Salford UAS respectively. Every student will be allocated 10 hours of flying per year in which they may choose to follow the 30 hour syllabus or just enjoy gaining air experience – it is their choice. If anyone does not wish to take up their full allowance, their hours may be redistributed across the sqn. To plug the gaps in AEF availability and ensure that flying training can be delivered to the UASs, AEFs are being established at Glasgow Airport and RAF St Athan. In future all AEF cdrs will be QFIs. Former QFIs on AEF strength may be certified to instruct on the UAS syllabus.

The organization of the new No 1 EFTS and UAS is as follows:



UAS Syllabus

Flying on the UAS will be voluntary and performance will not be formally assessed – other than that necessary to fly solo safely. The core syllabus will comprise 22.10 hrs dual and 7.50 hrs solo and will cover ground handling, basic instrument flying and navigation (including solo). Spinning and aerobatics will not form part of the formal syllabus but may be flown dual. Non-instructional air experience flying (famil, sector recce etc) may be flown with any AEF pilot but all *instruction* will be given by QFIs.

Ground Training

The UAS sqn cdrs primary output will be the PDLT package. The PDLT package will comprise adventure training, leadership, military and field training. The new ground programme is being developed based around the principal tenets of AP1, The Ethos, Core Values and Standards of the Royal Air Force and aims to develop student personal skills in the following fields: problem solving, teamwork, confidence, oral communications and influence.

New aims for the UASs have been written redefining their raison d'etre and to guide development of a balanced curriculum.

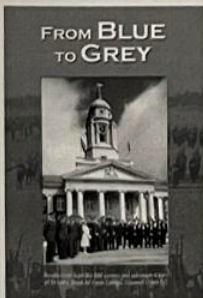
Implementation

An implementation working group has formed at HQ 1EFTS to plan and manage the development of the new UAS programme. The 14 sqns have been divided into 2 regions with a wg cdr commanding 7 sqns on a north/south regional basis. Flying supervision is exercised through the Chief Instructor No 1EFTS and his staffs. Validation of UAS training with recent IOT graduates has already been carried out and the message is already clear that **evolution** and **not revolution** is the order of the day.

BOOK REVIEW

By Gp Capt R I Chambers

FROM BLUE TO GREY



During my time at Cranwell I have read many articles and books on life at the College in years gone by, but 'From Blue to Grey' is different. First, only 2 chapters cover the Flight Cadet era; the remaining 200 pages cover the recollections from RAF careers and subsequent lives of members of 54 Entry who graduated in 1951. Just like the old sea dogs sitting on a bench outside the harbour inn, they have

many tales to tell of derring-do, faraway lands and of people the people they knew and the history they saw, but I am not aware of any wooden legs, black eye patches or parrots on their shoulders. Second, this book was originally intended for family and friends, but it appeals to a much wider audience. Their tales are a miscellany of anecdotes of an era when the RAF was stationed around the globe, flying aircraft now seen

only on an historic flight or in a museum, and at a time when flight safety was in its infancy, as is sadly reflected by 20% of the Entry being killed flying in the RAF.

To those readers who went through the Flight Cadet scheme, this book will bring back 'fond' memories of their youth and, to those 'younger' readers, it will give a fascinating insight to a different Air Force.

Years ago, the old sea dogs would have told you their stories for the price of a pint, but now it will cost £15 from Woodfield Publishing to read of their adventures – a small price to pay for a good read with many hours in the cockpit.

ISBN 1-903953-72-3
woodfieldpublishing.com

BANDAR ESSAY PRIZEWINNER 2005

THE PLACE OF THE UAV IN UK MARITIME OPERATIONS OF THE FUTURE

By Fg Off Nick Barratt

AIM

It is the aim of this essay to explore the potential value of unmanned air platforms in the generation of UK maritime air power, and to identify those areas within the maritime sphere that the author believes would benefit most from the introduction, or further development, of unmanned assets.

INTRODUCTION

The unmanned air vehicle (UAV) is not a new sight in the battlefield environment of the modern day. As far back as 1979 Israel introduced the Mastiff 1 Remotely Piloted Vehicle (RPV), and earlier that decade the USAF 'Cope' remote drone research, showed that the military interest in the possibilities of unmanned air platforms was obvious. Recently however, the UAV and unmanned combat air vehicle (UCAV) have come very much to the forefront of the public eye. Pitched as a low risk, ultra-efficient alternative to manned aircraft, and catching the imagination with their futuristic shapes, UAVs are very much the 'do all' answer in the public view. Yet these modern remote drones are far from the expendable generation of relatively low cost UAVs such as Phoenix. Packed with the latest technology and constructed from advanced materials, the new generation UAV is costly and demands concerted support from the ground. As a result, it must be left to the USA, as the only remaining superpower, to lead the way with experimenting with a wholly unmanned air force and developing the newest and most radical designs. For the Royal Air Force, the UAV has significance – witness the formation of the new Joint UAV Unit Experimental Programme at RAF Waddington - but there are also severe budget constraints that mean any adoption of UAV technology must be justified both in terms of operational effectiveness and value for money. The sphere which the author feels is most ripe for development in terms of UAVs in the UK is that of maritime operations. In this essay, I shall therefore examine recent developments in UAV capabilities and suggest ways in which the unmanned air vehicle could in the medium term of ten to twenty years, become a fully integrated part of the UK's maritime defence network.

SECTION 1: COASTAL PATROL

Probably the area with the greatest potential for dramatic benefit from UAV adoption is that of Maritime Operations. By its very nature, the maritime defence and monitoring of the UK's coastlines requires nothing more than an airborne sensor platform with the ability to loiter in an area - a role that the UAV is perfectly placed to perform. In the author's opinion, the massively behind schedule and over budget Nimrod MRA 4 upgrade should not go ahead. Instead, the cash saved should be put towards the adoption of a long endurance UAV. This platform could co-exist alongside the current Nimrod MR 2 until the MOD was satisfied that the UAV option was practicable. There is no reason to suppose it would not be. A UAV equipped with suitable sensor packages and with a real-time secure data link to control stations inland could perform all of the Nimrod's duties: patrol of shipping channels, smuggling prevention, monitoring of SIGINT and ELINT, submarine and surface threat interception, interrogation, pursuit and engagement, vectoring and control of rotary Search and Rescue (SAR) assets, deployment of life rafts, dye markers, etc. The ability of UAVs to carry out such activities has been extensively proven in the majority of these cases, and as yet untried



The author being presented with the Prince Bandar Trophy by Air Vice-Marshal Yahya bin Rasheed Al-Juma, Commander Royal Air Force of Oman, at the Annual Prize Giving, July 2005.

tasks, such as dropping life preserving aids, are sufficiently similar to weapons release procedures for a relatively simple solution to be found. Moreover, a low or medium altitude long endurance UAV would be capable of staying on station far longer than Nimrod, even with the latter's 19 hour loiter time with Air-to-Air Refueling (AAR), and would be less observable. There need not be a single UAV type designated to carry out all of these tasks at once. Nimrod does have an advantage in terms of payload over any current or projected UAV, but if initial trials proved successful, the existing MR2 fleet could easily find buyers abroad and the released capital used to fund a dual maritime UAV force. A smaller medium altitude long endurance (MALE) vehicle could act as the 'eyes and ears', carrying sonobuoys and employing diesel exhaust fume sniffers to locate submarines or shipwrecks, and a second UCAV to take on the mantle of Anti-Submarine Warfare (ASUW) or SAR operations, carrying and deploying weapons such as Stingray or Harpoon, or dropping liferafts.

One of the major constraints of UAVs is that they are currently far slower than conventional aircraft. This is not an issue in the role of information gathering, where the requirement is for constant coverage of a specific threat area, not rapid transition between locations, but in a scenario involving the interception of potentially hostile ships or submarines, or rapid response to a distress signal, a swift transit time is vital. Nimrod uses its four Spey turbopfans to 'dash' to the search area and then loiters



Northrop Grumman RQ-8 Fire Scout

on two engines, balancing economy with responsiveness. UAVs satisfy the requirement for sustainability admirably, but achieving responsiveness would be harder. In the longer term, the supersonic UAV/UCAV is on the way, but an alternative solution could be the use of mid-ocean staging posts, similar to oilrigs, from which a skeleton crew could launch, maintain and recover the unit far faster than would be possible for a conventional inland aircraft or land-based UAV.

SECTION 2: FLEET DEFENCE

The UAV is also, one could argue, of great significance to the future deployment of the fleet's task forces. Currently, British ships are to some degree hamstrung by the difficulties of sufficiently early detection of incoming missiles, air or surface threats. The primary problem arises from the 'curvature shadow' of the Earth, which effectively blinds a ship's sensors beyond 26 miles out. The answer has previously been to deploy forward an AWACS package such as the E3D Sentry to provide over the horizon information. Although hugely competent as a platform, the Sentry is a massively High Value Asset (HVA) and as such cannot be stationed significant distances in front of the fleet without sizeable air backup. This would typically mean that Airborne Early Warning (AEW) provision for a ship would necessitate the use of one Sentry and dozens of support aircraft, including tankers and fighters to provide a Combat Air Patrol (CAP) and escort capability. There is also the consideration that an E3D, although able to endure for over eleven hours with AAR, is severely constrained by dependency on land bases and cannot provide true 24-hour coverage for an expeditionary task force crossing an ocean. The solution would be to enable a fleet to deploy and recover its own AEW assets, and the UAV would seem particularly suited to this role.

The US Navy is already entering Low Rate Initial Production with the Northrop Grumman RQ-8 Fire Scout, a Tactical UAV (TUAV) capable of Vertical Take-off and Landing (VTOL) operations from unprepared land bases and all air-capable ships. It can launch and recover automatically, provide 12 hours on-station continuous coverage, provide EO/IR, laser designation, voice relay and importantly, can switch between Ground Control Systems mid-mission. The launch of a pair of these medium sized, relatively robust UAVs from a picket frigate at staggered intervals would result in constant scanning of the area ahead and provide ships with advanced warning of incoming air threats without the concerns of a HVA. The Fire Scout could do for ships what the Micro-UAV is intended to do for the land soldier:

'With its thermal imaging and laser designators, the heli-robot can provide vital links to give the infantryman eyes above the horizon...and give him the means to designate targets and dispatch his weapons around the corner.'

The targets in the maritime sphere could be hostile ships, air assets or missiles; the 'corner' is the horizon and the blindness it imposes on a surface vessel.

What the idea of a 'picket UAV' does raise however is the question of fragility. Aircraft are by their nature fragile, lacking the heavy armour of their land-based counterparts. The issue is even more acute when one considers the relatively slow air-speeds of projected and extant VTOL UAVs. The early days of UAV technology saw unmanned air assets as expendable, but the levels of sophistication and hardware present in modern designs makes the loss of a Fire Scout for example, a far less comfortable prospect than the loss of the relatively simple Phoenix. There is also the factor that if we were to see the situation previously described come into being, the AEW cover for a whole fleet might rest with a handful of vulnerable UAVs,

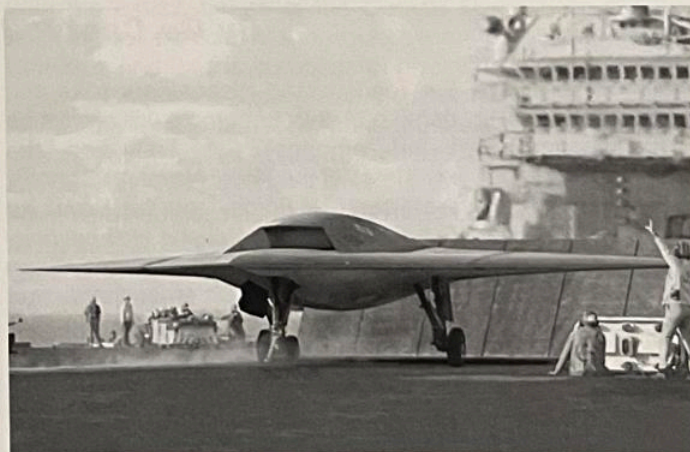
placing the ships in a precarious position should those assets be lost. To escort UAVs with manned fighters as one would with a traditional HVA would be to negate the whole thrust of the UAV argument, so other solutions must be found.

The small size and low emissions of Fire Scout make it somewhat low-observable by nature, and the fitment of an accomplished Electronic Counter Measures (ECM)/Electronic Protection Measures (EPM) suite, such as the ALE-50 towed decoy to be used on Northrop Grumman's own RQ-4A Global Hawk, would further increase its chances of survival away from the main fleet. Escort cover by one of the upcoming UCAVs would be a long-term possibility, but the problems being experienced in achieving a competent air-to-air weapons fit on a UAV make it unlikely such an option would be operationally ready as soon as the RQ-8 is expected to be.

In terms of operational launch and recovery at sea, there is an alternative to the Vertical or Short take-off and Landing (VSTOL) option presented by Fire Scout - which comes with the limitation of speed of response and the likelihood of a longer transit time than a conventionally launched aircraft or UAV. The possibility of using MPAVs launched from submarines in the manner of ballistic missiles before converting into high-speed air units should be noted with regard to the above roles. However, the VSTOL UAV, while relatively slow, offers constant presence and sustained sensor cover, while being wholly sustainable as a resource. The difficulty of recovering a conventionally launched and landing UAV, which would require not only sophisticated technology on both the vehicle itself and the parent vessel, but also the presence of a traditional aircraft carrier to provide the requisite runway length, leads us to conclude that vertical takeoff is the most practical option. In addition, the problem of recovering UAVs in the Maritime environment leads to the question of the expendable nature of UAVs. Although the loss of a UAV will always be preferable to that of a manned aircraft, the increasingly complex and expensive nature of these vehicles makes it doubtful that any nation would ever treat the loss of such an advanced asset as a sub-launched Multi-Purpose Air Vehicle (MPAV) as lightly as it would of a relatively cheap and disposable Phoenix unit.

SECTION 3: EMERGENT TECHNOLOGIES

UAVs in all spheres of military conflict are of great potential as platforms for the newest, often non-conventional weapons systems. In particular, there are two newly developed systems that would be of interest in the prosecution of Maritime UAV operations: the COIL solid state high energy laser, and the high power microwave weapon for use against radar and hardened electronic assets. The latter offers an excellent low collateral damage C2 warfare capability, which could be used to isolate and disrupt the ship-to-ship communications of an opponent without physical attack. This might be of vital



The Future?

importance if the target ship was in close proximity to harmless civilian vessels, or indeed was itself a civilian charter; the tangible attack of which would be unacceptable from a public viewpoint. The ability to neutralize an enemy's ability to send or receive electronic transmissions would also be an effective tool in hampering the use of hostile UAVs, which would be left without direction from their control vessel. The COIL, meanwhile, is designed to provide airborne missile defence. During the initial 33 - 55 second boost phase of a ballistic missile's flight, when the weapon is most vulnerable, the COIL can track and engage it with a massively powerful and accurate beam of laser energy. However, the weapon, currently carried by a modified Boeing 707, is extremely heavy and bulky. If a smaller, shorter ranged version could be developed for fitment to a Maritime UAV, it would allow fleet commanders to combine the range, accuracy and sustainability of the COIL with the characteristics of a UAV: endurance, low observable design and round-the-clock presence. The result would be an effective and constantly present defence against over-the-horizon surface-to-surface missiles, as well as air launched stand off weapons such as Exocet.

CONCLUSION

The above considerations are in theory, given the current and projected expansion and refinement of the UAV, practicable within the ten to twenty year term. Their contribution to the conduct of defensive and offensive Maritime air operations has the potential to be crucial. We could see the new defensive picture of the fleet come to resemble the following: forward deployed Fire Scouts scanning the over-horizon surface and air picture to update the fleets situational awareness, flying close escort would be UAVs equipped with a smaller version of the COIL system, ready to intercept incoming air or surface missile threats. Roving beyond this cordon would be UAVs carrying high energy microwave platforms, seeking the opportunity to interfere with the opponent's ship, aircraft and UAV interoperability and coordination. Within the next layer of the defence would be the Harpoon and Stingray-equipped UAV replacement for the MR 2, conducting Anti-Surface Warfare (ASW) and ready to perform ASUW if the outermost cordon of UAVs is broken by surface vessels. Closer to the ships themselves, and complementing the point defence Goalkeepers and Sea Dart replacements would be a second layer of Fire Scouts designed for the designation of incoming threats not yet visible to the ships' own radar. A future system similar to Sea Wolf could be launched 'blind' and then be guided onto its target by active radar seeking and instructions from the RQ-8.

Throughout this layered defence would be the traditional mix of manned fighters, to provide the necessary asset protection ability until a competent UCAV comes into being.

The potential and the ability of UAVs are already proven to be of a degree sufficient to make this concept a reality. All that is required is the doctrinal and financial support from the MOD and the government. At the time of writing, it had just been announced that the RAF had formed 1115 Flight at Indian Springs Air Force Auxiliary Field, Nevada. The unit is understood to be carrying out "evaluation of the Predator for a possible UK maritime requirement". With sufficient backing, and the courage of politicians to divert funds from more traditional projects such as the MRA 4, the Maritime UAV may be the future of RAF and Navy Joint operations.

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AIR CHIEF MARSHAL SIR ARTHUR LONGMORE AND THE RIDDLE OF THE KEYSTONES

By Gp Capt P J Rodgers RAF Retd



Gp Capt (Retd) P J Rodgers is the College Secretary and a keen historian.

For readers and researchers alike, the name of Arthur Longmore will always be found amongst the first and the favourites of the Royal Naval Air Service, the Royal Air Force, and the Royal Air Force College. In College Hall his photographic portrait is to be found along with other former Commandants, and his countenance suggests that he was content in the knowledge that his College Hall legacy was likely to last longer than the pictures, pastels and paintings of the other leaders and luminaries of the College.

The young Arthur Longmore chose a naval career and in May 1900 he entered Service, through *HMS Britannia*, as a Naval Cadet. He left Dartmouth in 1904 and by the autumn of 1910 he was at Sheerness, on the Isle of Sheppey, in command of *HM Torpedo Boat No 111*.

At nearby Eastchurch, the Royal Aero Club had established an aerodrome, and Messrs Horace and Oswald Short had established an aircraft factory on the adjoining land. In the spring of 1910, Lieutenant G C Colmore had been to the Royal Aero Club, where he paid his own expenses whilst learning to fly on the Short S26. By doing so, he became the first naval officer to qualify as a pilot, and he was awarded RAeC Certificate No 15, on 21 June 1910.

It is not unreasonable to assume that Lieutenant Colmore's achievement acted as a catalyst for the events that followed, because the Royal Aero Club subsequently approached the Admiralty, with an offer to train pilots for the navy, using two Short S27 aircraft that would be on loan from Mr Frank McClean. Living ashore on the Isle of Sheppey and taking a keen interest in the flying activities at Eastchurch was Admiral Sir George Neville, who arranged for a lecture on flying to be given at the Sheerness Naval Sub-Depot, in November 1910; and among those who attended the lecture was Lieutenant Arthur Longmore.

On 6 December 1910, the Commander-in-Chief at Nore issued a General Fleet Order which indicated the navy's intention to accept Mr McClean's offer of flying training facilities at Eastchurch; but by then, Lieutenant Longmore had taken command of *HM Torpedo Boat No 24*, and had joined the 3rd Destroyer Flotilla, which was commanded by Captain Godfrey Paine. In February 1911, Longmore was summoned aboard the light cruiser *HMS Diamond*, where Paine informed him that he was one of four officers who had been selected for the Royal Aero Club flying course. At the same time Captain Paine expressed his displeasure at Longmore's impending departure, and suggested that the appointment should be cancelled.

Undaunted, Longmore proceeded to Eastchurch, and on 1 March 1911 he was joined by Lieutenant E L Gerrard, Lieutenant R Gregory, and Lieutenant C R Samson. Their flying instructor was Mr G B Cockburn, who had been awarded RAeC certificate No 5, on 26 April 1910, having learned to fly a year earlier, at the Farman School in France. Technical instruction was given by Mr H L Short, of Messrs Short Brothers.

All of the training was conducted under the auspices of the Royal Aero Club, and on 25 April 1911 the Club awarded Aviator's Certificate No 71 to Samson and Certificate No 72 to Longmore. Then, on 2 May 1911, Gregory was awarded Certificate No 75 and Gerrard was awarded Certificate No 76. The training of these first four officers continued throughout the spring and summer, during which time they became responsible to the Commander-in-Chief at Nore, through Captain Paine, who by then was the Commanding Officer of *HMS Actaeon*, at Sheerness.

On 17 August 1911, Lieutenant Samson wrote a report in which he recommended that the Board of Admiralty should approve the purchase of naval aircraft, and maintain a permanent establishment at Eastchurch. The proposals were agreed and Samson, Gregory, Gerrard and Longmore, became flying instructors at what was to become the Naval Flying School, Naval Air Station Eastchurch. Their instructional duties were combined with experimental and development work, and Arthur Longmore was to become the first Royal Naval Officer to land a floatplane on water, when he landed a modified Short S27 on the River Medway, on 1 December 1911.

During this period the Prime Minister, Mr H H Asquith, invited the Committee of Imperial Defence to recommend the policies that should be adopted with regard to naval and military aviation, and the problem was being studied by a technical sub-committee, on which the naval members were Samson and Gregory. On 27 February 1912, the sub-committee reported its findings to the Committee for Imperial Defence, which accepted its recommendations on 25 April 1912. The main provision of the sub-committee's report was the formation of a single Service, to be known as the Royal Flying Corps, which should be divided into a naval wing and a military wing, and this came into being on 13 May 1912. The sub-committee also recommended that, under the administration of the War Office,



Air Chief Marshal Sir Arthur Longmore

there should be a central flying school which trained pilots from the navy and the army for work with either Service.

Pending the full implementation of the sub-committee's recommendations, the Naval Wing of the Flying Corps was to be established at the Naval Flying School at Eastchurch, where Samson became Commandant, with the rank of commander. Then, together with his Eastchurch colleague Captain E L Gerrard, Arthur Longmore became one of the first instructors at the Central Flying School, which was established at Upavon on 19 June 1912.

The sub-committee had also recommended that the Naval Flying School at Eastchurch should continue to be under the orders of the Captain of *HMS Actaeon*, and that all officers and men should be borne on the books of *Actaeon*. Because *Actaeon* was under the command of Captain Godfrey Paine, it seemed appropriate that he should now be the Admiralty's nominee for the command of the Central Flying School. The appointment was, however, subject to the successful completion of a flying course, and the task of instructing Godfrey Paine was given to Arthur Longmore, who had incurred the Captain's displeasure just over a year earlier, when he had first chosen a flying career.

With the establishment of the Central Flying School it had been agreed that command would alternate between the two Services, and for the purposes of discipline it would be necessary to appoint a deputy from the alternate Service. With a naval lead for the first Commandant, Major Hugh Trenchard was co-opted: first as Adjutant, then as Deputy Commandant. On 18 July 1912, within 7 months of his fortieth birthday, Trenchard had become a pupil of T O M Sopwith's Brooklands flying school, and on 13 August 1912 he was awarded RAeC Certificate No 270. But his appointment as Adjutant of the Central Flying School preceded an assessment of his flying abilities by his flight commander: Lieutenant Arthur Longmore. Of Trenchard, Longmore was to record: "At best an indifferent flyer. His age told against him, though he showed enviable pluck and courage". Notwithstanding Longmore's observations about Trenchard's flying abilities, the two men were to form a close friendship and Trenchard

was the best man when Longmore married the niece of Admiral Sir George Neville, on 23 April 1913.

On 7 May 1913, Arthur Longmore was appointed to *HMS Hermes*, and took command of Cromarty Air Station. This was the day on which *Hermes* had been commissioned as the parent ship for all naval aviation, except for those elements that were serving with the Central Flying School. Cromarty Air Station was no more than the proposed site for a seaplane base, and Longmore's first task was to supervise the construction of hangarage, which was completed in time for the first aircraft to arrive by rail and sea, in July 1913. The aircraft were then assembled on site by naval ratings; many of whom had not previously seen an aeroplane. There then followed a summer of construction and development, and among the many senior visitors to the new Naval Air Station at Cromarty was the First Lord of the Admiralty, Mr Winston Churchill, who flew with Longmore in the autumn of 1913.

On 15 January 1914, Longmore took command of an experimental station at Calshot, in Southampton Water, where he was promoted lieutenant-commander on 24 June 1914; just a week before the formal establishment of the Royal Naval Air Service, on 1 July 1914, when he was re-ranked as a squadron-commander. A month later, on 28 July 1914, Longmore made the first successful drop of a torpedo from an aircraft, when he launched a 14 inch weapon from a Short 160 seaplane. The launching equipment had been designed by Lieutenant Douglas H Hyde-Thomson, who was later killed while flying over Dover on 21 May 1918. Douglas Hyde-Thomson is remembered, at Cranwell, by the Memorial Prize that was presented to the College by his father, Mr R D Hyde-Thomson.

With the declaration of war, on 4 August 1914, Squadron-Commander Longmore was summoned to the Admiralty where he and Major Gerrard were ordered to requisition aircraft from civilian flying clubs and private owners. On 25 September 1914, he was given further orders to take all available aircraft to Dunkirk, which was under the command of another of his student colleagues, Wing-Commander C R Samson. Longmore arrived at Dunkirk on 27 September 1918, and he flew his first operational sortie in an RE5, on 30 September 1918, when his observer threw three bombs at the Cambrai railway junction. On 14 October 1914, Longmore was recalled to the Admiralty and was ordered to form No 1 Squadron Royal Naval Air Service, at Fort Grange, Gosport.

On 1 January 1915, Arthur Longmore was promoted to wing-commander and the squadron was moved to Dover, to take part in raids against submarine bases at Zeebrugge. Then, on 26 February 1915, the squadron moved to Dunkirk, St Pol, where its primary task was to prevent airships and aircraft from attacking the United Kingdom. On 6 June 1915, Longmore was informed of a threat from three airships that were in transit, and he despatched two aircraft to intercept. One of the pilots was Lieutenant Rex Warneford who bombed and destroyed one of the airships near Bruges. This was the first Zeppelin to have been brought down, and Warneford was awarded the Victoria Cross. On 21 June 1915, Longmore's appointment was redesignated and he became Officer Commanding No 1 Wing, Royal Naval Air Service.

In January 1916, Arthur Longmore returned to the United Kingdom, reverted to the naval rank of lieutenant-commander, and reported for sea duties aboard *HMS Tiger*, which was moored at Rosyth in the Firth of Forth. Meanwhile, Godfrey Paine had moved from the Central Flying School, and was in the process of establishing the Royal Naval Air Service Training Establishment, at Cranwell. Within weeks, Longmore was told that he was to return to flying duties; but on 30 May

1916, *HMS Tiger* was underway and would take part in the Battle of Jutland the next day. The battle over, *HMS Tiger* returned to port, arriving at Rosyth on 2 June 1916.

On 15 June 1916, Arthur Longmore took over at Killingholme, in the mouth of the Humber, before returning to Eastchurch, where he took command on 8 September 1916. In the six years since Longmore had learned to fly there, Eastchurch had expanded. It still had a naval flying school; but it also had a gunnery school and a 'war flight' equipped with the night-flying BE2c. With the turn of the year, Longmore was again on the move: this time to London and the Air Board, where he was responsible for aircraft and equipment development.

On promotion to wing-captain, on 31 December 1917, Longmore was posted to Malta, where he joined the staff of the Naval Commander-in-Chief, Mediterranean, and was responsible for air operations throughout the Mediterranean area. On 1 April 1918 the Royal Air Force was formed and Longmore was again re-ranked: this time as a lieutenant-colonel. At the same time he took command of the Adriatic Group in Taranto, where he remained for the rest of the war.

In the post war years Longmore filled several posts for short periods before being posted to Iraq, in 1923, where he was Group Captain Operations on the staff of Air Marshal Sir John Salmond. In 1920 a rebellion in Somalia had been suppressed by a squadron of DH9s, working in conjunction with a small contingent of ground forces. The action in Somalia was so successful that the Cairo Conference of 1921 placed Iraq under Air Control, with air, ground and naval forces coming under the command of the Air Officer Commanding. This gave the Royal Air Force its first opportunity to demonstrate its ability to control large sparsely populated areas of difficult terrain, and as Group Captain Operations, Longmore was given much credit for the success of the Air Policing policies that were to evolve and develop in Iraq. He was promoted to Air Commodore on 1 July 1924; and he returned to the United Kingdom, to become Air Officer Commanding No 7 Group, at Andover, on 1 December 1924.

From 1 April 1925 to 15 March 1928 Longmore was Director of Equipment at the Air Ministry. He then became Chief Staff Officer at Inland Area Headquarters, Bentley Priory, where the Air Officer Commanding was Air Vice-Marshal Charles Longcroft, who had been the first Commandant of the Royal Air Force College, in 1920. Longmore remained at Bentley Priory for only a matter of months; because, on 16 December 1929 he was to become a successor to Longcroft, when he became the Air Officer Commanding and Commandant of the Royal Air Force College; being promoted to air vice-marshal, at the age of 45.

After Cranwell, Longmore was to become Air Officer Commanding Inland Area, Air Officer Commanding Coastal Area, Air Officer Commanding-in-Chief Coastal Command, Air Officer Commanding-in-Chief Training Command, and Air Officer Commanding-in-Chief Middle East



Seagull Key Stone



Hind Key Stone

and Middle East Command. He eventually retired on 1 June 1944, with the rank of Air Chief Marshal. But it is at Cranwell that this narrative must conclude; because it is at Cranwell that Arthur Longmore was instrumental in the creation of a lasting testimony to his service and his presence.



Kookaburra Key Stone

The foundation stone of College Hall had been laid on 26 April 1929, and the building was taken over on 1 November 1933, so Longmore was involved in the construction process for the entirety of his tour. During 1931 there was communication with the architect, Mr James Gray West, with regard to carving some of the keystones with squadron badges in the form of birds, animals or animal heads. The choice of emblem was left to the staff at Cranwell, where it would not have been the done thing for the staff to show any bias towards the squadrons with which they had been associated. It may, therefore, have been a coincidence when a seagull appeared on three of the keystones. Even if the seagull was the emblem of No 201 Squadron: a squadron that had been formed by Lieutenant Longmore, in 1914, when it was No 1 Squadron, Royal Naval Air Service.

Arthur Longmore could not similarly be associated with No 33 Squadron, whose emblem in the form of the head of a hind takes pride of place on one of the keystones that flank the College Arms over the main entrance to College Hall. So the fact that No 33 Squadron had taken delivery of the Hind at Eastchurch, where Longmore had learned to fly and had later been in command, might just be another coincidence. But these coincidences seem to be over-extended when consideration is given to the presence of a kookaburra on the other side of the College Arms. In the College archive it is recorded that the emblem was chosen from an illustration in the Air Force Quarterly; but there is no explanation as to why the emblem of No 1 Squadron Royal Australian Air Force should have been chosen to adorn a portico at Cranwell. The most likely explanation is that the kookaburra is also a state emblem for New South Wales, where Arthur Longmore was born on 8 October 1885.

So it is, then, that Arthur Longmore seems to have left a legacy through the cryptic clues in the College Hall keystones: his first Station, his first squadron, and his place of birth. As an Australian, he would no doubt have enjoyed the fact that it has taken 75 years for the Pommies to understand the joke.

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CRANWELL STAFF RIDES

By Sqn Ldr John Griffin



Sqn Ldr John Griffin is OC Plans & Development at RAF Cranwell and he has played a major role in the introduction of Staff Rides.

What is a Staff Ride? It is something the Army have been doing for years. It is similar to a Battlefield Tour. It is a key element of Force Development. It involves a group of people researching air power, leadership, ethos and military skills. It is fun and it has been happening at Cranwell since September 2004.

The impetus for Staff Rides at Cranwell was provided by the setting up of a Force Development Sqn (FDS) – an Air Force Board requirement from October 2004 for all RAF

units. At Cranwell this was achieved by combining the Stn Regt Flt, the East Camp Gym PEd Flt, and the Trg Development Sqn based in the Learning Centre. FDS was tasked with introducing new activities (and amending some old ones) to cover the 5 strands of Force Development - Air Power, Leadership, Ethos, Military Skills and Deployed Operations. These had been identified by the Air Force Board as areas that we needed to develop further if we were to function effectively in the joint/combined expeditionary campaigns which are now the prime focus of the RAF. Many of these strands were covered in formal training courses but there was a need to continue to develop our people between formal courses. One method, that the Army had used for many years and which covered many of these strands, was the Staff Ride.

Staff Rides are essentially visits to historical locations where a study of leadership, tactics and strategy could take place. Many Army units use them to develop regimental or corps

ethos in their personnel – the Paras go to Arnhem or Pegasus Bridge, the Lifeguards visit the Sedgemoor battlefield (1685) on horseback! The Staff Ride always includes an element of research and presentations by the individual members on selected topics at suitable locations called 'stands'. Without these it is a Battlefield Tour – still useful but without the individuals investing any effort in the trip; really just military tourism. The presentation may discourage some people from taking part in this sort of activity, but it is all part of the development aim – taking people outside their comfort zone and challenging them.



A 'stand' at the recently opened St Omer Memorial

Over 80 Cranwell personnel have taken part in Staff Rides this year and they represent every unit based at Cranwell. All ranks from Gp Capt downwards have been represented and most Rides have included civilians, females and members of the Army – it is not an all-male, officer activity.

Like the Royal Navy, the RAF's battlefields are often non-permanent and spread over vast areas. There is no equivalent of the Somme battlefield trench lines preserved for our studies of past air campaigns. Museums contain many artefacts, which help to paint a picture but do not have the atmosphere of say the Lochnager Crater, blown on 1 July 1916. Cecil Lewis describes seeing the rocks and soil going past his Morane Parasol aircraft at 5,000ft in *Sagittarius Rising* – the deep hole still remains but of course no sign of Lewis's aircraft. However, there are atmospheric places with air force history seeping from them – the 11 Gp bunker at Uxbridge, where you can imagine Churchill sitting on 15 September 1940 and seeing all 11 Group sqns engaged with the enemy; Pegasus Bridge where the skill of the AAC Glider pilots landed their aircraft at night within touching distance of the bridge; Amiens Prison where the hole in the outer wall made by Gp Capt Pickard and his men is still discernable; or St Omer airfield through which the fledgling RFC passed on their way to the front.

The key to RAF Staff Rides is to blend the air campaign with what happened on the ground. The Falkland Islands, which we visited in February 2005, is a good example. Personnel based in the Falklands can attend a rolling programme of Battlefield Tours every other Sunday. These are usually organised by the Resident Infantry Company (RIC) junior officers. These look at the main battle sites, but from an army perspective. Most Service personnel in the Falklands are RAF (some 700+) but the impact of air power is never mentioned. The points are not made that the reason for the 2 Para's minimal artillery support at Goose Green was the lack of support helicopters (also a contributory factor to the *Sir Galahad* disaster at Fitzroy); or that the Harrier attack (a painting of which hangs in College Hall) at the end of the first day of the battle was a major contributory factor in the Argentinian surrender the next morning.



The Air Force Memorial to the Missing on the Western Front



Eagle Camp', Stanley Airfield looking towards Stanley and the mountains

Unfortunately Battlefield Tours in the past have had a bit of a reputation for being a 'jolly' – a bottlefield tour! The new structures being adopted for Staff Rides and the scrutiny imposed by the DDefS(RAF) staffs should gradually overcome this perception, however they must not take the fun out of the activity. Adults learn best when they are doing something they want to do, they are enjoying themselves and they are playing a full and active part. Yes, it is time away from work but the line manager should see some pay-back in a more knowledgeable, motivated and interested individual.

There have been numerous 'highlights' in the first year of Staff Rides at Cranwell and I will mention just a few:

The moving Service performed by Rev (Sqn Ldr) Chris Webb and all the participants at the Air Force Memorial to the Missing on the Western Front at Arras. Chris put a small service together which we all read a part, followed by a wreath laying. The Memorial is rarely visited by RAF personnel and as the picture shows it is a striking monument.

Being approached by a very attractive and fashionable French lady outside the prison in Amiens. She wanted to know what we were doing there. When I explained that we were RAF she noticeably relaxed and said that she was the Governor of the prison (we then spotted the armed guards watching us from the corners of each wall). She then gave us an explanation of what happened to the building during OPERATION JERICHO and said that even when the wall was renovated 2 years before they had deliberately used different colour mortar on part of it so that the breach was still visible.

Early in the morning, standing in 2 Para's positions on the Sussex Mts overlooking San Carlos Water. The RN guard ship was below in the anchorage and within minutes of arriving a Hercules C-130 and a Tornado F3 flew low over us and down 'bomb alley', as those of us of a certain age remember from the news programmes in 1982.

Leadership

One of the key aspects to all the Staff Rides carried out by Cranwell has been a study of the leaders involved in actions in the areas visited. In, all some 70 leaders were analysed using the following questions:

What environmental factors influenced this particular leader? How well were the contrasting needs of the task and the people met by the leader? How well did he combine management & leadership skills? How might the battle have been fought (better/worse) by a different Commander? What lessons were learned from his leadership and how might they be used in today's RAF?

Some of these leaders studied have been at the tactical level, others at the strategic and some involved in geo-political decisions. The studies have identified one thing they had in common – they were all different! Some of the leaders like Leigh-Mallory, Taylor and Montgomery appeared more than once during the year. Others had their moment of fame in one particular action. Some of them are still well known household names and others have faded with time. Below is a selection of some of the leaders studied this year, what do you know about them?

1. Lt Gen Omar Bradley
2. Air Marshal Sir Arthur Coningham
3. Wg Cdr 'Johnnie' Johnson
4. ACM Sir Arthur Tedder
5. Captain Oswald Boelcke
6. Lord Lovat
7. Maj Gen Stuart-Wortley
8. Wg Cdr Peter Squire
9. Cdr Sharkey Ward
10. Wg Cdr 'Willie' Tait

If you wish to check your knowledge of these leaders, turn to page 50 for the answers.

'HOLDING'

By Fg Off Oz Clarke



Fg Off Oz Clarke graduated from 213 IOTC on 26 May 2005. Before commencing his Supply Officer Training at RAF Halton he held at RAF Aldergrove.

Almost every Royal Air Force officer experiences it at some point in their career and with the Royal Air Force continuing to downsize it is likely that holds will become more frequent in occurrence and longer in duration. But what is *holding*, and what does the Royal Air Force aim to get from it? The answers to these questions are difficult to define because there is no set down definition of what holding is and every hold will be used differently dependent on the unit and the individual holding. Indeed, it is even harder to explain, as holding appears to be a phenomenon specific to Royal

Air Force officers and a practice that is much envied by junior officers from the other Services.

With just over a week left before I commissioned from Cranwell I found out that I would be going to RAF Aldergrove. It is hard to describe what I initially felt; I suppose the gut feel was one of uncertainty. I did not know what to expect and everyone is afraid of the unknown, I did not know if I would be of any use to anyone, having had no specialist training? I wasn't even sure exactly where RAF Aldergrove was in Northern Ireland! However the mission statement of the Royal Air Force College Cranwell is,

"To contribute to the operational effectiveness of the Royal Air Force, by providing competent junior officers capable of undertaking the full range of initial specialist training."

Was I prepared, was I ready to go out into the wider RAF as a junior officer when I commissioned from Cranwell? The simple answer is yes, I had spent 6 months being taught the skills needed to go forward in my career and progress on to specialist training. I had what is referred to as, 'the tools at my disposal,' to go and get on with the challenges put before me. Cranwell had trained me to a standard where I was competent and confident enough to go out into the wider RAF and survive on my own two feet. However that is the best the training system can hope for, if Cranwell could produce the complete article, the perfect officer, then the course would span an officer's entire career as everyday in the wider RAF I have learnt something new or a better way of doing things.

I soon discovered that this continued development could only be achieved by taking the advice of others around you. Cranwell training, while considered a sound all round instructional package, does lack interaction between student officers and non-commissioned men and women. This deficiency has been recognised and is being addressed in the new course. However, it is the non-commissioned men and women in the RAF who have the know how, the specialist knowledge and a career's worth of personal contacts to get the jobs done. Having said this it is also important to highlight that Cranwell gives junior officers the confidence in their own decision making process which means they are able to tackle problems using their own ideas and solutions.

I am testimony to this as I have just returned from holding to begin specialist training as a Supply Officer after five months.

The first job I was given on arrival at RAF Aldergrove was to co-ordinate the movement schedule of all non-fixed items belonging to 5 Regiment Army Air Corps as part of their relocation to the other side of the airfield. This task presented several challenges; firstly coming to terms with a joint environment and having to work to a set deadline, as I was only a small cog in a much larger machine. Working in a joint environment is more an indoctrination than something you learn. The Army has a totally different set of working practices and attitudes when compared to the RAF. I can certainly see the benefits of some of their methods and have reservations regarding others, yet watching them work exposed me to them, an opportunity I may never have had if I had not held at Aldergrove. This interaction allowed me to take away practices that I feel may be of help to me later in my career, broadening the range of 'tools' I have available to me and continuing my development as a junior officer.

After the successful completion of my initial task my focus changed to getting to know the workings of a Supply Squadron. If I had spent the entire 5 months working at this I would still only have a basic knowledge, however it did give me a foundation knowledge which will be essential to me in order to complete my specialist training.

The emphasis of any hold is placed on getting to know more about the wider RAF and contributing to the work going on around you. Whilst at Aldergrove I believe I was productive and did add to the output of the Supply Squadron and the more I learnt, the more willing my superiors were to give me more demanding or high profile challenges. These tasks however, always had a definitive answer; in comparison the most difficult aspect of being a junior officer I found was also the one that I associated the most importance with, the welfare issues of subordinates. No amount of training can prepare you for the unexpected, but again Cranwell had provided a general set of 'tools' to deal with most scenarios, the difficulty came in making the judgement call of how to apply them correctly, which can only come with practice.

Holding is an experience I believe every junior officer can benefit from; however, as with everything in life it is what you make of it. I admit that some days I went to work and felt thoroughly inadequate, unable to help or even have an opinion on what was going on. Yet it is during holding that you have the opportunity to ask the obvious questions without feeling embarrassed and this is a real benefit. On reflection, holding has allowed me to develop as a junior officer, given me confidence around my superiors and subordinates alike and provided me with the opportunity to put into practice the lessons learnt at Cranwell.

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AIR CADET VOLUNTEERS ARE THE LIFEBLOOD...

By Denise E Housby



Denise E. Housby is the Head of Corporate Communications at HQAC.

The Air Cadet Organization's first ever national adult recruitment campaign was run during 2005 and resulted in 1,200 enquiries from interested individuals across the UK. Up to 1,000 Air Training Corps squadrons were involved in the drive to recruit more adult volunteers – the lifeblood of the organization.

Led by Headquarters Air Cadets, RAF Cranwell, this extensive campaign was geared to reducing the 25 per cent deficit in uniformed volunteer staff. The £525K campaign, called **"Challenge Yourself – the Next Generation Needs You"**, was developed after months of internal and external research and tied in neatly with the National Year of the Volunteer.

The campaign stretched across the country with adverts published in up to 200 provincial newspapers and 20 professional titles. Adverts were also broadcast on 70 commercial radio stations including Plymouth Sound in South West Region, Red Dragon Radio in Wales and West, Viking Radio in North Region, Lincs FM in Central and East, Citybeat and Total Northsound Radio in Scotland and Northern Ireland Region.



Air Commodore David Harrison... "Adult volunteers are the lifeblood of our organization."

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MARVELLOUS RESPONSE

Wing Corporate Communications Officer Squadron Leader Mark Trevena VR(T) invited BBC South Today, Meridian TV, Central TV, BBC Radio Berkshire, BBC Radio Oxfordshire, the Oxford Mail and the Reading Chronicle to the event, including radio presenters, former national TV newsreader Anne Diamond and presenter Maggie Philbin. Nine cadets and four staff from 1116 (Woodley) Squadron and 2410



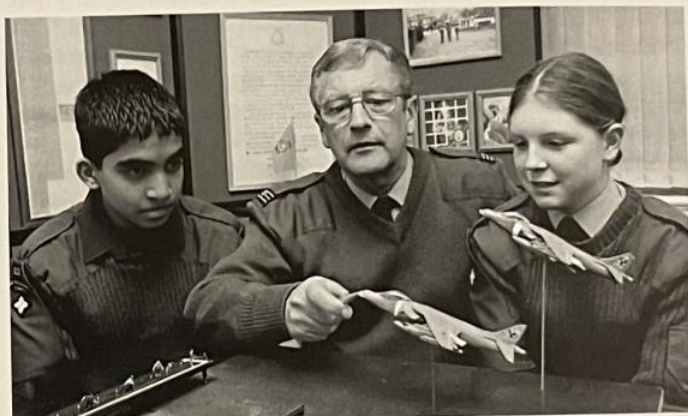
Maggie Philbin...supporting the adult recruitment campaign.

(Didcot) Squadron attended and provided camp craft and drill displays. The event also featured gliding experience flights, courtesy of Officer Commanding 612 VGS, Squadron Leader Marland Green and his team.

Newcomers could have a civilian or a military background and were invited to become officers in the Training Branch of the RAF Volunteer Reserve, SNCOs, civilian instructors, civilian gliding instructors, members of civilian committees and chaplains. (Potential uniformed volunteers first have to serve a 6-9 month probationary period as a civilian instructor if they have not previously been a member of the ACO or in the regular Services).

The Air Training Corps has nearly 40,000 air cadets, aged 13-20 and approximately 10,000 adult volunteers. Both cadets and staff get involved in everything from flying and gliding, target shooting, the Duke of Edinburgh Award scheme and adventure training to seven major sports.

THE OPPORTUNITIES ARE FANTASTIC



The opportunities are fantastic"...Fit Lt Graham Warburton.

Former RAF Engineer officer Graham Warburton – now a Flight Lieutenant in the Training Branch of the RAF Volunteer Reserve, runs 30 (Worksop) Squadron of the Air Training Corps. Fit Lt Warburton said: "The opportunities are fantastic. When I left the RAF in 1997, we moved to Worksop and I decided to visit the local air cadet squadron to see if I could help. I really enjoyed it and I've never looked back. "I've been the CO now for four years and I always look forward to going down to the squadron. We do so many activities - it is a challenge but it is thoroughly enjoyable." As well as having duty of care and helping cadets realise their potential, adult staff can also gain valuable vocational qualifications at various levels, such as the Institute of Leadership and Management (ILM) (Level 3), City and Guilds – including the Licentiate in Youth Leadership and Training (Level 4), and the Graduate in Youth Management and Training (Level 5). In addition, there are BTEC qualifications in aviation studies and public services (equivalent to GCSEs) and a wide range of vocational certificates such as the British Expedition Leaders' Award (BELA), the Mountain Leader Award, Community Sports Leader Awards, the British Canoe Union Coaching Award and First Aid certificates, for example.

The Air Cadet Organization's Adult Training Facility (ATF) based at RAF Cranwell and run by Squadron Leader Ray Pelcot offers a variety of courses for adult staff and officers. In a single year ATF trains approximately 700 officers from the Training Branch of the RAF Volunteer Reserve and Senior

Non Commissioned Officers (SNCO). The one-week courses comprise the SNCO Staff Initial Course, the Drill Course, the Officers' Initial Course and the Officers' Senior Course. Training for civilian instructors is delivered at the Air Training Corps' six regions and 36 wings and specialist instructor courses in subjects such as navigation and aerodynamics are available at select RAF stations.

BENEFITS ARE MANIFOLD

All of the qualifications and leadership, organizational, management and administrative skills are highly valued by employers as well as the ACO. Professionals who help often do so because they feel the ACO training and development structure allows them to achieve too – all whilst volunteering for a highly regarded youth organization. Within the ACO it is seen as a bilateral approach – tackling the adult recruitment problem from two angles.

CHALLENGE YOURSELF

Corporate communications research identified this psychological factor early on and this led to the "Challenge Yourself" campaign strapline.

Air Commodore David Harrison said: "So many voluntary organizations are just appealing for volunteers to 'give something back' without realising that there should be opportunities for the volunteers to gain something in return for their efforts. We want the best for our cadets and staff and that is why we want our volunteers to have opportunities for development too.

"I never cease to be amazed at the enthusiasm, level of involvement and energy, as well as the sheer fortitude of the adult volunteers I meet. They really are an astonishing group of very committed people of all ages and from all walks of life. "

As well as recruitment, retention is of paramount importance and a number of regions and wings are already refining schemes for induction programmes to welcome newcomers – some establishing mentors to guide new staff. An excellent example of the latter is evident at the wings in South West Region where a model induction scheme is in action to take account of urban and rural recruitment issues.

HELP TOMORROW'S LEADERS

Individuals who are serving members of the armed forces can become servicemen/servicewomen helpers. With the agreement of their line managers they can volunteer to assist a local Air Cadet squadron. Others, perhaps retiring from the Services, are welcome to apply. To help shape the future of tomorrow's leaders is easy – just call Beverley Spencer on 01400 267630 for an information pack or log on to www.aircadets.org



A pre-flight briefing.



The sky's the limit



Gliding at RAF Syerston.



Throwing themselves behind the campaign...cadets of Thames Valley Wing ATC.



The next generation need good instructors.

MOTIVATIONAL OUTREACH TEAMS

By Chf Tech P J Prosser, AFCO Leeds



Chf Tech P J Prosser works at AFCO Leeds and is the Ethnic Minority Recruiting Team SNCO

"Perhaps the biggest challenge facing the Armed Forces today is the sheer lack of awareness, especially within the Ethnic Minority communities, of the opportunities that exist within the Services and the associated lifestyle". These are the words of Group Captain Dawn McCafferty of the Inspectorate of Recruiting (IofR) at the RAF College Cranwell. The RAF is changing to become a leaner, faster and more flexible fighting force. The impact of the manpower draw-down and the closure of RAF stations mean that the RAF is becoming less visible to the public.

More and more communities will have little to no exposure of the "RAF people at the station down the road". This makes it more important than ever to reach out and raise the profile of the RAF as an employer of choice. Unfortunately however, myths and negative stereotypical images still surround the Armed Forces. The fact remains that the RAF needs to recruit talented and committed young people to be a part of the future; it is an exciting, cutting-edge and diverse organisation with a wide range of career paths, and it is essential we recruit the best youngsters from all walks of life and all communities.

So what has the IofR done about these issues?

In 2004, Motivational Outreach Teams (MOTs) were established across the seven RAF recruiting areas of the country, aimed at increasing awareness of the RAF and promoting the Service as a career of first choice. The Teams consist of recruiters selected from within the organisation who have displayed an outstanding ability to motivate and inspire young people.



Cpl Linda Thomas puts the children of Southdale Primary School through their paces.

Target audiences range from 9 – 24 years; however, key influencers of young people in the community are also engaged to ensure positive messages about the RAF are delivered to their youngsters.

What sort of activities does the MOT use to engage their audience?

Exposure to the Service will have a lasting effect on young people. We want to make the engagement positive with the memory lasting. Station visits give the MOT the "Wow Factor" to make a massive impact on youngsters. The chance to sit in the cockpit of an RAF aircraft is a dream come true for many young people.



Trying out a Tucano Cockpit for Size

RAF days and Trade Initiatives held within schools and communities enable the MOT to expose the Service to hundreds (if not thousands) of youngsters and their key influencers. A single day consists of interactive presentations and displays with assistance from RAF units. The youngsters get the chance to see for themselves the types of jobs the RAF does.



202 Sqn Drop In at Thornhill School, Sunderland

A variety of curriculum support activities, ranging from leadership and team-building events to interview and CV writing workshops are delivered by the MOT. Importantly, these types of activities are increasingly delivered in partnership with Education Providers ensuring the event meets national approved standards, and is welcomed by the school staff and students alike.



Sgt Tony Walters takes a class at Wenslydale School



Children from London visiting RAF Halton during a basketball camp

Given the requirement for fit and active recruits, you will not be surprised to learn that the RAF recruiting organisation actively engages in the sponsorship of sports teams and events. This ranges from running local youth sports tournaments to the RAF's national level sponsorship of youth basketball, football and hockey.

With dedicated specialists employed to raise awareness in those communities where knowledge and understanding of the Armed Forces is particularly low, attendance at cultural and diversity events has seen the profile of the RAF within these communities rise significantly over the last year.

Attendance at Melas (Asian festivals) across the country has long been the remit of the RAF but, in 2005, our profile reached new heights when the RAF became headline Sponsors of the Leeds Festival Mela.

Traditionally supported by commercial concerns, this was the first time a Mela had been sponsored by a **military** organisation and is a sign of the increasingly good links forged between the RAF and the Asian community. "People might wonder why the RAF has got involved," says Ujjal Ryatt, Chair of the Mela Management Committee, "but for some years now we have been building bridges in our communities with the RAF. We are really pleased that they have embraced their relationship with us by offering to sponsor this year's event."

Another regular event attended by the MOT is the Bradford Sikh Conference. This year's event was held at Guru Nanak Dev Ji Gurdwara in Usher Rd. Coming so soon after 7/7, the event this year was particularly poignant.

The event brings together **ALL** the communities in the city at one central location for a day of inter-faith presentations and interactive displays from those attending. Significantly, the only uniformed presence at this event is the RAF. We are seen as a good friend in the community due to the excellent links we have forged within the city. With assistance from the wider RAF, including as far afield as Boulmer and Waddington, displays and presentations on life in the Service are presented and displayed to the assembled audience of all faiths and religions. The culmination of the Conference is a formal dinner with invited dignitaries from across the city. Keynote speakers including VIPs from the City's political and religious arenas join the assembled diners for an evening celebrating the Conference theme which this year was "Examining the Bridges" and follows on from the 2003 and 2004 themes of "Building the Bridges."

Mr Rajinder Singh Panesar, Bradford interfaith teacher, told the audience: "There are a lot of good people, honest and open and we must encourage them to work together."

Voluntary service within all communities is the key to the way forward. We shouldn't just rely on the Government; it is up to each and every one of us to make a positive effort to encourage parents in all communities to become more involved in 'our' children. The future well-being of our society will one day be in the hands of these children, we must not let them down". So why do we need to examine the bridges? Well, there is little point building bridges between communities if they do not meet the needs of all those communities. This year's event was particularly significant with the announcement of the "Twinning" of the Leeds Road Gudwara in Bradford with RAF Linton on Ouse as a symbol of the excellent links the RAF have forged with the Sikh community in the city. AOC TG, AVM Ponsonby, presented a signed Tucano Print and accepted a memento from the Gudwara on behalf of the Station. David Jackson of the Roman Catholic community applauded the "Twinning" and gave a stimulating account of his own experiences in India. "Mutual respect regardless of race or religion is more vital than ever, we must never lose sight of the fact that all of our great religions teach respect for another's beliefs. We must get that point across time and again until it is heard by everyone."



AOC TG addresses the Sikh Conference 2005

Another significant event at which RAF attendance is now in its second year, is Manchester Pride, with over 2 million people attending this high profile event. This work has dramatically raised the profile of the RAF within these communities, extending the RAF's profile into more communities and perhaps, banishing many of the myths associated with the RAF.

The MOTs of the RAF's recruiting organisation are yet another avenue for the RAF to give youngsters a taste of the realities of Service life today. We are acutely aware of the pressures of the school timetable, but we are able to offer a wide range of activities which complement the national curriculum, working in conjunction with school timetables to assist students to realise their value to society and raise their self-esteem. These sessions also enable potential candidates to informally explore the RAF, which is a direct benefit to those considering a career in the RAF.

The list of outreach activities undertaken by the MOTs is endless but exposure of a positive and enthusiastic airman or airwoman can only help raise the profile of the Service within a given community. The team is continually sourcing new and exciting ways in which to interact with those we meet whilst increasing the "footprint" of the Service across communities. The work we do today, in schools, in sports and our varied cultural communities, is ensuring the workforce of tomorrow..... "if you reach out and, regardless of race, creed, colour, sexual orientation, find the right people by engaging them positively" (Suzanne Murray – Head of Curriculum Enrichment – Bradford).

THE JACK HOLT MEMORIAL AWARD

By Sqn Ldr Peter Symes RAF Retd

In 2005 Flight Sergeant Rick Chapman was judged to meet the criteria for the award of the Jack Holt Memorial Pace Stick and cited as:

"The Senior Non Commissioned Officer engaged in Initial Officer Training who has by instruction and personal example done most to instil in the cadets the qualities needed of an Officer in the Royal Air Force. The nominees are assessed for instructor skills, personal standards, extra-curricular activity directly linked to Initial Officer Training and personal standing and influence with the cadet body".

He is shown being presented with the memorial pace stick at the Church Parade during the Old Cranwellian Association Reunion Weekend by Air Chief Marshal Sir Jock Kennedy of No 46(Flight Cadet) Entry and President of the Association.



The last report was of the inauguration of the Award in 2002 so with this fourth presentation the time is ripe for an update on the progress of the scheme.

In the interests of continuity and security in the longer term the planning committee headed by Air Chief Marshal Sir Michael Graydon of No 76 (Flight Cadet) Entry has handed over to the Old Cranwellian Association Committee the ongoing administration of the award scheme and custody of the fund. That is now a Reserve Account within the Association's assets and on its balance sheet as at 31 December 2004 it stood at £1367: the sum remaining after inauguration and subsequent presentation costs, including the bulk purchase at discount of pace sticks (of which two remain in stock), derived from 132 donations totalling £2466.

Following a reunion of the 76th in 2004 to mark the 45th anniversary of their graduation, Jeremy Price asked the 21 who mustered to subscribe money to the Fund as consideration for his production of copies of a group photograph and with £300 thus induced he went on to suggest a formal record of the Awards. The proposal was enthusiastically endorsed at the Association's AGM and a Jack Holt Memorial Award Book has been produced jointly with the Officer and Aircrew Cadet Training Unit. It will accordingly be on display in the foyer of the Unit's Headquarters day to day but transferred to the Rotunda during the Association's Reunion Weekends.

Such an eponymous record necessitates a photographic preface too but surprisingly an "at camera" picture of Jack

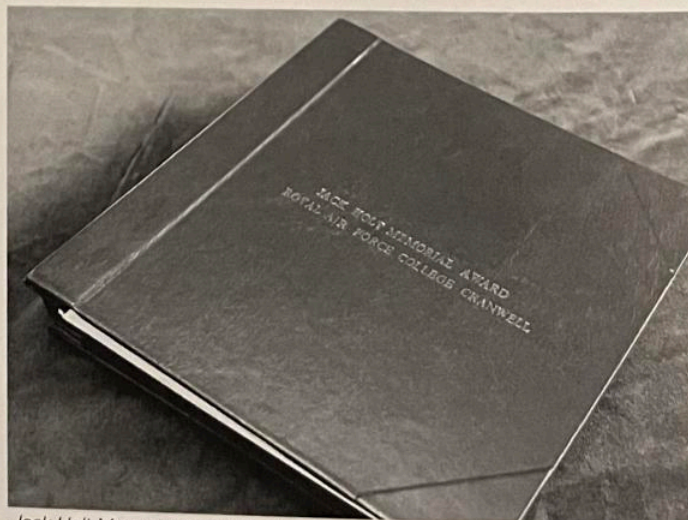
Holt, up close and on his own, has so far been impossible to find. The College archives have been thoroughly searched but surely Mrs Holt has an album many have asked? She does indeed but it was not until some 10 years after his time at the College that they were married and her photographs are of them together in social settings. On all three counts he therefore lacks that lean and hungry look which for so many of us was so motivating and so memorable! Therefore the Book opens provisionally on a computerised enhancement, through the invaluable agency of Mary Guy the College Librarian cum Archivist, of a small illustration in the College Journal of him sledge hammering the opening from C into the D Wing extension in May 1960. One would hardly approach The Brush to say "cheese" except perhaps when in the Senior Entry. So if anyone in Nos 56 to 84 (Flight Cadet) Entries in C Squadron in particular, has a fairly close up photograph solely of him, it would be greatly appreciated to evaluate alongside the couple which John Hawtin of No 65 (Flight Cadet) Entry has kindly isolated by computer from informal group shots and sent from Canada.



As to the near future, only Senior Non-Commissioned Officers in the RAF Regiment have been eligible for the Award so far on account of the establishment of OACTU. However, the restructuring of the Flight System to include Flight Sergeants from any trade as Deputy Flight Commanders has opened up the field to the entire spectrum of the RAF. This is an exciting new development and is part of a major reorganisation of how we deliver Initial Officer Training.

Beyond that, the scheme as a whole will be reviewed in 2007, five years after inauguration and, from the point of view of the 76th, in the year of the 50th anniversary of their being introduced to the Royal Air Force by one Flight Sergeant Jack Holt.

(Please send any photographs, or even further donations (payable to the Old Cranwellian Association) to: Peter Symes, 35 Horseshoes Way, Brampton, Huntingdon, Cambridgeshire PE28 4TN. Thank you).



Jack Holt Memorial Award Book

ROLL OF HONOUR

In commemoration of all Ex Cadets who lost their lives on active service or as a result of training for active service during the 2nd World War.

Name	IOT Sqn	Date of IOT	Details	Date of Death
D Addenbrooke	B	1929 - 31	W/Cdr Air Operations, Europe	3.4.41
D M Agnew	B	1938 - 39	P/O Air Operations, Europe	18.11.40
J R Aldis (Mention)	A	1936 - 38	F/Lt Air Operations, Middle East	8.6.41
J C Alexander (Mention)	A	1938 - 39	F/Lt Air Operations, Middle East	21.10.41
L V Andrews	A	1929 - 31	F/Lt Flying Accident, Scotland	9.9.40
J C Archer (Mention)	A	1935 - 37	S/Ldr Battle of Britain	27.9.43
H D Atkinson DFC	C	1937 - 39	A/W/C Air Operations, Air Sea Rescue	25.8.40
K Ault	B	1935 - 36	P/O Battle of Britain	9.4.42
M A Aylmer	B	1931 - 33	S/Ldr Air Operations, Trincomalle	1.11.39
J V C Badger DFC (Mention)	B	1931 - 33	S/Ldr Flying Accident, Marden	30.6.41
A L H Barber	B	1931 - 33	S/Ldr Battle of Britain	22.3.41
D M Barbour	B	1936 - 37	F/Lt Air Operations, Europe	14.5.40
D P Barclay	C	1938 - 39	P/O Air Operations, Europe	28.4.41
J S Barnwell	C	1932 - 33	S/Ldr Air Operations, Middle East (Tobruk)	19.6.40
O J M Barron DFC & Bar	C	1937 - 39	P/O Air Operations, Europe	11.4.44
F V Beamish DSO and Bar, DFC AFC (Two Mentions)	A	1934 - 36	W/Cdr Air Operations, Europe	28.3.42
H D Beck	A	1921 - 23	A/G/Capt Air Operations, Europe	7.12.40
L G Belchem	A	1932 - 34	S/Ldr Flying Accident near Bicester	15.7.42
C E Beloe	A	1928 - 30	S/Ldr Air Operations, Anti Submarine Patrol	5.12.41
A F R Bennett	A	1939 - 40	F/O Flying Accident, north east Piddington Station	1.7.42
L C Bennett	B	1931 - 33	W/Cdr Flying Accident, Sutton Bridge	9.7.40
N J V Benson	A	1924 - 26	W/Cdr Air Operations, Europe	28.8.40
G C B Bernard-Smith	B	1938 - 39	P/O Battle of Britain	10.12.41
J T Berryman	B	1920 - 21	W/Cdr Flying Accident, Forfar	7.5.40
A Bilderbeck	B	1938 - 39	P/O Flying Accident, North Coates	9.12.40
F D Bird	B	1939 - 40	P/O Air Operations, Europe	22.5.40
G O L Bird DFC	C	1936 - 37	F/O Air Operations, Europe	15.5.41
V Q Blackden	C	1936 - 37	F/Lt Air Operations, Europe	10.4.41
A Bouwens	C	1925 - 26	W/Cdr Air Operations, Europe	18.5.40
C Bowen-Davies	A	1937 - 39	P/O Air Operations, Europe	22.9.41
J B Boys-Stones	C	1936 - 37	F/Lt Flying Accident, Salisbury Plain	7.3.41
R L Bradford	A	1937 - 39	F/O Air Operations, Middle East	1.5.40
C H Brandon (Mention)	A	1931 - 32	S/Ldr Air Operations, Europe	26.7.44
H F D Breese	A	1932 - 33	W/Cdr Died on Active Service	21.4.41
J G Brown	C	1937 - 38	F/O Air Operations, Europe	16.7.42
P E S F M Browne	C	1936 - 37	F/Lt Air Operations, Middle East	29.5.40
J W L Bruxner-Randall	B	1940	A/F/Lt Air Operations, Europe	2.5.41
A A T Bulloch (Mention)	A	1935 - 36	F/O Flying Accident, Ronaldsway Harbour	24.4.40
C M Burfield	A	1939	F/O Air Operations, Europe	28.2.43
W I H Burke	B	1934 - 36	F/Lt Flying Accident, Colerne	8.6.40
H F Burton DSO DFC & Bar	B	1938 - 39	S/Ldr Air Operations, Europe	3.6.43
P S Butler	A	1927 - 29	A/W/Cdr Air Operations, Europe	25.5.40
W D Butler (Mention)	B	1935 - 36	F/O Air Operations, Europe	18.9.43
J S Cameron	C	1935 - 37	A/G/Capt Flying Accident, Italy	26.5.40
G M Carmichael MBE	B	1925 - 27	P/O Air Operations, Europe	31.12.44
J W Carmichael DFC (Mention)	C	1938 - 39	F/Lt Flying Accident, Caistor, Lincolnshire	14.6.44
A Chalmers	B	1936 - 38	A/S/Ldr Air Operations, Anti Submarine patrol	10.6.40
P B Chamberlain	C	1937 - 39	A/F/Lt Flying Accident, Bicester	12.10.41
G E Chandler	B	1936 - 37	S/Ldr Air Operations, Europe	12.5.40
C F M Chapman	A	1934 - 36	P/O Air Operations, Europe	29.9.44
G P Charles OBE	A	1939 - 40	W/Cdr Flying Accident, Merston	13.1.42
C Charlton-Jones	A	1937 - 38	W/Cdr Air Operations, Middle East	29.8.42
H W A Chesterman AFC	B	1927 - 28	W/Cdr Air Operations, Europe	11.4.43
A W J Clark	B	1932 - 34	S/Ldr Air Operations, Europe	17.5.41
B Clegg DFC	A	1929 - 31	S/Ldr Flying Accident, Mildenhall	6.6.43
R H Clifford	A	1933 - 35	F/Lt Flying Accident, Nettlebed, Oxfordshire	19.5.40
F C Cole	B	1939	P/O Air Operations, Europe	8.4.41
D Cooke (Mention)	B	1927 - 29	W/Cdr Air Operations, Europe	8.7.40
C S Cooper DFC	B	1925 - 27	S/Ldr Air Operations, Europe	25.9.43
L F Cooper	A	1933 - 35	W/Cdr Air Operations, Europe	24.10.43
P B Coote	A	1935 - 36	S/Ldr Air Operations, Europe	13.4.41
H R Coventry DFC	B	1928 - 30	W/Cdr Air Operations, Middle East	14.7.43
R G Coventry	C	1933 - 34	W/Cdr Air Operations, Europe	23.9.40
A R T Cox	A	1931 - 32	F/Lt Flying Accident, Quedgeley	21.9.40
M I Cox	A	1938 - 39	P/O Battle of Britain	28.4.44
P A N Cox	C	1940	F/Lt Air Operations, Europe	27.7.40
R A Cruikshank DFC & Bar (Mention)	A	1935 - 37	F/O Battle of Britain	3.5.41
E Culverwell	A	1936 - 38	F/Lt Flying Accident, Dry Drayton, Cambridgeshire	13.6.41
J C Cunningham	B	1934 - 36	S/Ldr Air Operations, Europe	29.9.39
H R Dale	A	1924 - 26	A/W/Cdr Air Operations, Europe	11.5.41
M H Dalzell-McKean	B	1926 - 28	W/Cdr Air Operations, Europe	2.9.40
J Darwen DSO DFC & Bar (Two Mentions)	B	1939 - 40	P/O Battle of Britain	7.10.43
J A J Davey	B	1934 - 35	A/G/Capt Air Operations, Italy	11.8.40
		1940	P/O Battle of Britain	11.8.40

T J F Davey	B	1938 - 39	P/O Air Operations, Europe	21.5.40
C T Davis DFC	B	1939 - 40	P/O Air Operations, Europe	26.3.41
E S C Davis OBE AFC (Mention)	B	1922 - 23	W/Cdr Air Operations, Europe	21.7.40
G N Dawson DFC (Mention)	C	1940	F/Lt Air Operations, Europe	19.8.42
J H Deas	C	1939	P/O Air Operations, Europe	27.5.40
W A A deFreitas DFC	B	1933 - 35	W/Cdr Air Operations, Cyrenaica	20.12.41
A F Delamore	A	1938 - 39	P/O Flying Accident, Ashwell	18.2.40
R H deMontmorency	C	1935 - 37	F/O Air Operations, Europe	14.5.40
J S Dewar DSO DFC (Mention)	B	1926 - 27	A/W/Cdr Battle of Britain	12.9.40
P G S Dickenson	C	1934 - 35	S/Ldr Air Operations, Europe	8.11.41
F O Dickson	A	1993 - 35	Flying Accident, Milford Haven	5.4.40
I D G Donald	A	1936 - 37	A/F/Lt Battle of Britain	19.7.40
M S Donne	B	1935 - 37	A/F/Lt Air Operations, Europe	11.5.40
J N Dowland GC	B	1934 - 35	A/W/Cdr Air Operations, Middle East	13.1.42
P E Drew	A	1929 - 31	S/Ldr Battle of Britain	1.8.40
H J R Dunn	A	1937 - 38	P/O Flying Accident, Yeadon	1.6.40
J Eadie	A	1938 - 39	P/O Air Operations, Europe	8.7.40
H F G Ede DFC	A	1936 - 37	F/O HMS GLORIOUS off Norway	9.6.40
G R A Elsmie DFC	B	1928 - 29	W/Cdr Air Operations, Europe	18.4.41
B P Erskine	C	1940	P/O Air Operations, Europe	31.10.40
P deC Festing-Smith	A	1924 - 25	A/S/Ldr Died on Active Service, Middle East	6.11.40
D B D Field	B	1928 - 30	S/Ldr Air Operations, Europe	6.6.40
P R S Filleul	B	1937 - 38	F/Lt Air Operations, Europe	12.9.44
J R Fishwick	C	1934 - 36	F/Lt Anit Submarine Patrol	15.1.41
J W Fordham (Mention)	C	1934 - 36	F/Lt Flying Accident, Roborough Aerodrome	5.3.41
M H Franklin	A	1937 - 39	F/O Air Operations, Europe	9.4.41
A L Franks AFC	A	1926 - 28	S/Ldr Air Operations, Europe	29.5.40
H D Fraser OBE	A	1933 - 34	W/Cdr Air Operations, Europe	20.11.42
D Fulford DFC	C	1940	F/O Air Operations, Europe	2.11.42
P Garrard DFC (Mention)	C	1940	A/S/Ldr Bombing Casualty, Far East	25.3.42
T J Geach	C	1936 - 37	F/O Air Operations, Europe	28.5.40
J P D Gethin DFC	A	1935 - 37	S/Ldr Air Operations, Middle East	10.5.41
H G Gilbert	C	1940	P/O Air Operations, Europe	3.11.40
J W Gillan DFC & Bar AFC	A	1925 - 27	W/Cdr Air Operations, Europe	29.8.41
A R Glencross	B	1930 - 31	S/Ldr Air Operations, Middle East	26.5.40
O Godfrey DFC	C	1934 - 36	S/Ldr Air Operations, Europe	23.6.42
A Golding DFC & Bar	C	1931 - 32	W/Cdr Air Operations, Europe	26.3.42
H R Goodman (Mention)	B	1934 - 36	W/Cdr Air Operations, Europe	12.5.44
P L Gordon-Deane	C	1937 - 39	F/O Flying Accident, Stamford	4.3.41
D E Gould	A	1936 - 37	F/O Flying Accident, Tenby, Wales	5.4.40
C W Grannum	B	1925 - 27	S/Ldr Battle of Britain	28.10.40
D R D Green	A	1935 - 37	F/O Flying Accident Kirtlington Bottoms, Oxfordshire	31.10.39
J D Green	C	1934 - 35	W/Cdr Flying Accident, Llanwrtyd Wells	10.4.44
S R Groom	B	1926 - 27	W/Cdr Air Operations, Europe	21.11.40
E M C Guest DFC (Two Mentions)	B	1938 - 39	F/Lt Air Operations, Europe	4.10.43
A R Gulley	A	1937 - 38	P/O Air Operations, Europe	13.6.40
J R Guthrie	B	1936 - 37	F/O Air Operations, Europe	10.6.40
C D Hackett	C	1933 - 35	S/Ldr Flying Accident, Singapore	4.4.41
N M Hall AFC	B	1933 - 35	F/Lt Battle of Britain	8.8.40
C I D Halliday	B	1937 - 39	P/O Air Operations, Europe	19.5.40
N A R Halliday (Mention)	C	1929 - 31	W/Cdr Anti Submarine Patrol	12.8.42
R F Halliwell	C	1936 - 38	F/Lt Flying Accident, Malaya	24.2.41
D H W Hanson	B	1936 - 38	F/O Battle of Britain	3.9.40
G F Harding	C	1937 - 39	P/O Air Operations, Europe	11.5.40
J A Harries	A	1938 - 39	A/F/Lt Air Operations, Middle East	1.10.41
R E Harris	B	1937 - 39	P/O Air Operations, Europe	19.5.40
W A Harris	B	1935 - 36	F/Lt Air Operations, Europe	7.12.40
M Hastings	A	1931 - 32	S/Ldr Air Operations, Europe	29.6.40
J E R Hayter DFC	A	1937 - 38	S/Ldr Air Operations, Europe	4.10.43
I S Henderson	B	1937 - 38	F/O Air Operations, Europe	21.2.41
M L G Henderson	C	1937 - 38	P/O Air Operations, Europe	22.5.40
R V Herbert	A	1937 - 39	F/O Air Operations, Middle East	13.4.41
M J Herrick DFC & Bar	C	1939 - 40	A/S/Ldr Air Operations, Europe	17.6.44
R L Hicks	B	1939	F/O Air Operations, Europe	6.4.41
R M Hogg	B	1938 - 39	P/O Battle of Britain	25.8.40
J W Homer	B	1926 - 28	G/Capt Flying Accident, Mauripur, India	18.7.44
M G Homer DFC	C	1937 - 38	P/O Battle of Britain	27.9.40
H R L Hood DFC	B	1927 - 29	S/Ldr Battle of Britain	5.9.40
I M Hossack	C	1939 - 40	P/O Air Operations, Europe	11.7.40
B Howe	C	1937 - 39	F/O Flying Accident, Wittering Aerodrome	20.4.41
J McC M Hughes DFC	C	1935 - 37	F/Lt Flying Accident, Northants	7.12.40
A H Jarand	B	1931 - 33	S/Ldr Air Operations, Europe	16.1.45
J R Jeudwine DSO OBE DFC (Mention)	C	1932 - 34	G/Capt Flying Accident, Little Straughton	19.10.45
D V Johnson	A	1930 - 31	W/Cdr Air Operations, Middle East	28.4.41
P S Jolliffe	C	1934 - 36	F/Lt Air Operations, Europe	24.6.40
B H Jones	B	1928 - 29	W/Cdr Flying Accident, Loch Tarbert	3.7.43
J S B Jones	B	1938 - 39	P/O Battle of Britain	11.8.40
N C Jones	C	1931 - 33	S/Ldr Battle of Britain	13.8.40
D D A Kelly (Two Mentions)	A	1935 - 37	A/S/Ldr Air Operations, Europe	17.6.41
D A Kerr DSO (Mention)	A	1934 - 36	A/W/Cdr Air Operations, Middle East	22.6.42
P A Kimpton	B	1937 - 39	F/Lt Flying Accident, Mexico	27.3.42

R J Knights – Whittome	C	1931 – 32	S/Ldr Died on Active Service	9.11.41
R R Langley DFC	A	1938 – 39	F/O Air Operations, Europe	16.6.41
D P Lascelles	A	1927 – 28	W/Cdr SS "ZEALANDIC", Sunk Enemy Action	17.1.41
M F S Laughton	B	1938 – 39	P/O Flying Accident, Hullavington	29.6.41
P A G Learmond	A	1938 – 39	P/O Air Operations, Europe	23.5.40
J G Lecky	A	1939 – 40	P/O Battle of Britain	11.10.40
R H A Lee DSO DFC (Mention)	C	1935 – 37	F/O Battle of Britain	18.8.40
C Light	A	1938 – 39	P/O Air Operations, Europe	21.5.40
G O Lings DFC	B	1936 – 38	F/Lt Air Operations, Europe	26.4.41
C E Littler	B	1928 – 30	W/Cdr Air Operations, Europe	30.3.41
A D Livingstone	C	1938 – 39	F/Lt Flying Accident, Ballykelly	30.4.42
J G Llewelyn	B	1926 – 28	W/Cdr Air Operations, Europe	23.5.40
R M Longmore OBE	C	1934 – 35	W/Cdr Anti Submarine Operation, Atlantic	4.10.43
G H Loughnan	A	1922 – 24	W/Cdr Flying Accident, Nairobi	11.2.44
J C Lowe	C	1938 – 39	F/Lt Air Operations, Far East	11.6.43
J C J Lylian	A	1938 – 39	F/O Air Operations, Middle East	25.4.41
J M MacDonald (Mention)	C	1938 – 39	F/Lt Air Operations, Europe	22.1.43
B G Mace	C	1937 – 39	F/O Flying Accident, Grimston Warren	17.3.41
R A MacFarlane	A	1939	P/O Air Operations, Europe	17.9.40
P A Major	B	1936 – 38	F/Lt Air Operations, Europe	17.5.42
H G Malcolm VC	C	1936 – 37	W/Cdr Air Operations, Algiers	4.12.42
T R Manson	A	1932 – 34	F/Lt Flying Accident, Sawtry	25.2.41
E S Marrs DFC (Mention)	B	1939 – 40	F/O Air Operations, Europe	24.7.41
T I Mathewson	A	1936 – 37	S/Ldr Air Operations, Europe	12.2.42
H V Matthews DFC	C	1937 – 38	F/O Air Operations, Europe	13.3.41
FW V May	A	1923 – 25	A/G/Capt Air Operations, Middle East	22.5.42
D C Maybury	A	1936 – 37	F/O Air Operations, Europe	12.4.40
J C Mayhew	A	1934 – 35	W/Cdr Air Operations, Europe	2.12.41
W N McKechnie GC	B	1928 – 29	G/Capt Air Operations, Europe	30.8.44
J W McKenzie	C	1938 – 39	P/O Battle of Britain	11.8.40
I A Mead	B	1935 – 37	F/Lt Air Operations, Europe	2.6.41
H M Mellor MVO	B	1921 – 23	W/Cdr Air Operations, Europe	26.5.40
J D Middleton (Mention)	A	1936 – 37	A/F/Lt Air Operations, Europe	9.7.40
M J Miley	C	1936 – 38	F/O Air Operations, Europe	15.9.40
D E D Milsom	C	1938 – 39	P/O Flying Accident, Alveston	29.3.40
A O Molesworth	B	1927 – 29	G/Capt Flying Accident, Newmarket	15.8.44
J W C More OBE DFC	A	1928 – 30	G/Capt Died as Prisoner of War in Japanese Hands	12.9.44
G W Montagu	C	1930 – 21	S/Ldr Air Operations, Europe	21.12.40
T L Moseley	B	1931 – 33	W/Cdr Flying Accident, Berridale	25.8.42
P W O Mould DFC & Bar	B	1937 – 39	A/S/Ldr Air Operations, Malta	1.10.41
H Munday	B	1939 – 40	P/O Flying Accident, Braunton, Devonshire	24.2.41
A M Murphy DSO DFC	B	1936 – 38	W/Cdr Air Operations, Europe	2.12.44
M Negus DFC	A	1938 – 40	S/Ldr Air Operations, Europe	7.4.44
P J M Nettleton	B	1938 – 39	P/O Flying Accident, Alveston	29.3.40
J E Newton–Clare	C	1938 – 39	P/O Battle of Britain	6.9.40
A R Oakeshott DFC	B	1935 – 37	A/W/Cdr Air Operations, Europe	2.7.42
J J Owen (Mention)	A	1926 – 28	W/Cdr Air Operations, Europe	6.7.43
E W Padfield	C	1938 – 39	F/O Flying Accident, Oswestry	21.3.41
R H Page	C	1929 – 31	F/Lt Air Operations, BOAC Flight, Egypt to Hurn	15.2.42
C D Palmer DFC	C	1936 – 37	S/Ldr Air Operations, Europe	27.10.42
R H W Parker	C	1940	F/C Flying Accident, Clifton	6.7.40
H Parkinson	B	1937 – 38	A/S/Ldr Air Operations, Middle East	20.12.41
R J S Parsons (Four Mentions)	C	1938 – 39	A/S/Ldr Air Operations, Europe	28.9.42
J H K Parvin	B	1937 – 39	P/O Air Operations, Europe	27.8.40
V J Pattison	B	1937 – 39	P/O Air Operations, Europe	6.7.40
D L Payne	C	1938 – 39	P/O Flying Accident, Cranbourne	8.1.40
G E Peacock DFC	C	1931 – 33	S/Ldr Air Operations, Europe	6.6.40
M C Pearson	A	1935 – 36	A/F/Lt Air Operations, Europe	27.5.40
D A Pemberton DFC (Mentions)	C	1931 – 32	S/Ldr Flying Accident, Wittering	3.11.40
A M Phillips	C	1940	F/O Flying Accident, Ross-on-Wye	7.6.42
I W Phillips	C	1938 – 39	P/O Battle of Britain	2.9.40
C R J Pink	B	1932 – 33	S/Ldr Flying Accident, Church Fenton	9.3.41
J A Pitcairn–Hill DSO DFC (Mention)	C	1935 – 37	A/S/Ldr Battle of Britain	18.9.40
J A Plumb	B	1939 – 40	P/O Air Operations, Europe	19.5.40
E F Porter	B	1930 – 31	W/Cdr Air Operations, Europe	25.2.44
J A Powell DSO OBE (Mention)	B	1927 – 29	G/Capt Air Operations, Yugoslavia	18.8.44
C V J Pratt DSO	A	1926 – 28	W/Cdr Air Operations, Middle East	15.12.42
P H H Pritchard	B	1940	A/F/O Air Operations, Europe	12.6.41
M F B Read	A	1931 – 33	W/Cdr Air Operations, Europe	1.10.42
R W Reynolds	B	1934 – 35	F/Lt Flying Accident, Chelsham, Surrey	11.9.39
G H M Riddell	C	1938 – 39	A/S/Ldr Air Operations, Mediterranean	25.9.43
C Robertson DFC	B	1937 – 38	S/Ldr Flying Accident, Filey, Yorkshire	12.12.43
G P Robinson	C	1935 – 36	F/O Flying Accident, Leuchars	4.9.39
P R Robinson (Mention)	C	1931 – 32	W/Cdr Died on Active Service, Ely	6.8.41
J H Rothwell	A	1939 – 40	P/O Air Operations, Europe	22.2.41
I T B Rowland (Mention)	A	1935 – 36	S/Ldr Air Operations, Far East	26.1.42
W D B Ruth DFC & Bar (Mention)	B	1937 – 38	S/Ldr Air Operations, Bay of Biscay	12.6.44
J S Sabine DFC	C	1929 – 30	W/Cdr Flying Accident, Cairo	24.8.43

THE ROYAL AIR FORCE COLLEGE CRANWELL

J G C Salmond	C	1938 - 39	P/O Air Operations, Europe	18.4.40
P S Salter AFC	C	1931 - 32	W/Cdr Flying Accident, Boscombe Down, Wiltshire	18.4.42
D Salwey DFC (Mention)	C	1937 - 38	S/Ldr Flying Accident, Nettlebed, Oxfordshire	6.6.43
A T D Sanders DFC	C	1932 - 33	W/Cdr Air Operations, Europe	31.10.41
R J Sansom (Two Mentions)	C	1936 - 38	S/Ldr Flying Accident, Ross-on-Wye	7.6.42
M Savage	C	1936 - 38	S/Ldr Air Operations, Europe	19.3.45
H C Sawyer (Mention)	C	1933 - 34	S/Ldr Battle of Britain	2.8.40
J R Scarlett-Streatfield CBE (Two Mentions)	B	1927 - 28	A/AVM Air Operations, Norway	10.5.45
J Seeds	B	1937 - 39	P/O Air Operations, Europe	9.7.40
P deG H Seymour	C	1930 - 32	S/Ldr Air Operations, Europe	17.11.42
W P Shand DFC	A	1934 - 36	W/Cdr Air Operations, Europe	20.4.43
D C Sharman (Mention)	A	1938 - 39	F/Lt Air Operations, Middle East	6.9.42
D C Shepley	B	1938 - 39	P/O Battle of Britain	12.8.40
R A Shuttleworth	C	1939 - 40	A/S/Ldr Air Operations, Europe	28.8.41
S A C Sibley	A	1939	P/O Air Operations, Europe	15.5.40
M P Skinner	C	1934 - 35	F/Lt Flying Accident, Mons-en-Chausee	6.12.39
J H Slater AFC	A	1933 - 35	W/Cdr Air Operations, Europe	14.3.43
C D S Smith DFC	C	1934 - 36	S/Ldr Air Operations, Europe	22.12.41
F M Smith	C	1933 - 34	A/S/Ldr Flying Accident, Aden	1.6.40
W A Smith	C	1939	F/C Flying Accident, Cranwell	13.12.39
B E Smith-Rewse	A	1934 - 35	S/Ldr Flying Accident, Texanna	3.1.43
T N Smyth	C	1939	P/O Flying Accident, Nettlestead	27.8.40
I S Soden DSO (Mention)	B	1935 - 36	F/O Air Operations, Europe	18.5.40
W V L Spendlove DSO (Two Mentions)	B	1927 - 29	G/Capt Air Operations, Europe	22.6.43
R A Sprague DFC (Mention)	B	1926 - 28	W/Cdr Air Operations, Middle East	18.11.42
W W Stainthorpe AFC	C	1929 - 31	A/W/Cdr Air Operations, Europe	27.2.41
D G Stanley	C	1936 - 37	F/Lt Air Operations, Europe	7.12.40
The Hon P G A St Clair-Erskine	C	1937 - 38	P/O Flying Accident, Northolt	8.9.39
E B Steedman (Two Mentions)	B	1924 - 25	W/Cdr Died as Prisoner of War in Japanese Camp	17.5.42
J D Steuart-Richardson DFC (Mention)	A	1938 - 39	A/F/Lt Air Operations, Europe	28.12.40
B O C Stevens	C	1937 - 38	P/O Flying Accident, Totnes, Devon	18.1.40
M G Stevenson	B	1934 - 36	W/Cdr Flying Accident, Heliopolis, Egypt	29.11.42
P C F Stevenson DFC	C	1938 - 39	F/Lt Air Operations, Europe	13.2.43
H M Styles DSO (Mention)	B	1933 - 34	W/Cdr Air Operations, Gibraltar	1.11.42
C B Temlett DFC	C	1938 - 39	F/Lt Air Operations, Middle East	3.7.42
E Tennant DFC	A	1935 - 37	A/W/Cdr Flying Accident, Stanford Battle Area, Norfolk	10.12.44
K T P Terry DFC	A	1938 - 39	A/S/Ldr Flying Accident, Fishguard	26.4.44
P C Thomas	C	1939	A/F/Lt Air Operations, Europe	7.5.41
H R Tidd	A	1931 - 33	S/Ldr Air Operations, Europe	26.7.42
J Tillett	B	1937 - 39	F/O Air Operations, Europe	6.11.40
A C Triptree	A	1936 - 38	S/Ldr Air Operations, Europe	11.8.42
P W Vaughan	C	1938 - 39	P/O Air Operations, Europe	13.5.40
A R Vaughan-Williams	B	1935 - 36	F/O Air Operations, Europe	18.12.39
M W Waddington	A	1937 - 38	A/S/Ldr Air Operations, Europe	10.8.41
D J Waghorn CBE AFC	A	1926 - 27	A/A/Cdre Flying Accident, Benson Aerodrome	1.4.45
I H D Walker	A	1931 - 33	S/Ldr Flying Accident, Aylesbury	10.8.40
G E Wallace	C	1933 - 35	W/Cdr Flying Accident, Mombasa	20.8.43
S N T Wallage	C	1936 - 38	S/Ldr Air Operations, Europe	5.4.43
W C Ward	B	1922 - 23	A/F/Lt Air Operations, Europe	15.9.41
W C Watling	B	1940	P/O Flying Accident, Woodhill Copse	7.2.41
A R Watson	B	1940	P/O Air Operations, Europe	28.11.40
E J Watson	B	1925 - 27	A/F/Lt Air Operations, Far East	26.2.42
M L Watson	B	1936 - 37	A/S/Ldr Air Operations, Europe	11.6.41
R G Watson	B	1931 - 33	S/Ldr Air Operations Europe	3.9.43
P M Watt	B	1925 - 26	S/Ldr Flying Accident Waddington Aerodrome	23.11.39
A M Watts-Read	B	1925 - 26	S/Ldr Air Operations, Europe	13.3.41
B H Way (Mention)	A	1937 - 38	A/F/Lt Battle of Britain	25.7.40
E B Webb (Mention)	A	1924 - 25	A/G/Capt Air Operations, Europe	2.4.42
W D Whatley	B	1940	F/O Flying Accident, Solway	26.4.42
H G Wheeler (Mention)	A	1925 - 27	G/Capt Died on Active Service	21.9.43
A E Whitworth	B	1939	F/O Air Operations, Europe	21.3.41
P M Wigg	A	1935 - 37	S/Ldr Air Operations, Europe	21.4.44
T S Wildblood (Mention)	C	1938 - 39	P/O Battle of Britain	25.8.40
J T Wilkins (Mention)	B	1935 - 37	S/Ldr Air Operations, Far East	1.2.43
S P Wilkins	B	1938 - 40	F/O Air Operations, Far East	12.1.42
R L Wilkinson	C	1929 - 30	S/Ldr Battle of Britain	16.8.40
C W Williams	B	1929 - 31	S/Ldr Battle of Britain	25.8.40
J D Willis	A	1937 - 39	F/Lt Air Operations, Middle East	28.8.42
C M Windsor	B	1929 - 30	W/Cdr Air Operations, Europe	8.12.41
D L Wingate	B	1938 - 39	P/O Battle of Britain	22.8.40
J E R Wood	B	1937 - 39	P/O Air Operations, Europe	8.7.40
K W Worsdell	B	1938 - 39	P/O Battle of Britain	31.10.40
C L Y Wright	C	1932 - 34	W/Cdr Air Operations, Europe	23.11.43
C M Wright	B	1936 - 38	S/Ldr Air Operations, Europe	16.10.42
R B Wright	B	1936 - 38	S/Ldr Air Operations, Europe	24.8.43
A G Worcester (Mention)	A	1936 - 37	F/O Flying Accident, Middle East	18.7.40
R G Yaxley DSO MC DFC	B	1932 - 34	A/G/Capt Air Operations, Middle East	3.6.4

‘There is a perception the Benevolent Fund is for the elderly and the veterans; not something that the younger RAF people need get involved in. But the Fund can help any RAF Serviceman and woman, and I don’t think even people in the RAF realise that.’

Corporal Stuart Taylor, a serving airman who received help from the Fund to meet travel and other expenses after his two year old son, Harry, was diagnosed with retinoblastoma, a rare cancer of the eye, which resulted in its removal.

80% of the serving RAF contribute a half-day’s pay each year to the Fund.

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COMMEMORATIVE SERVICES TO MARK THE 60TH ANNIVERSARY OF VE/VJ

By Rev (Wg Cdr) Jonathan Chaffey



Rev (Wg Cdr) Jonathan Chaffey BA is the College Staff Chaplain at RAF Cranwell.

In order to mark the 60th anniversary of the end of the Second World War, the students of the College participated in commemorative services in the local community as well as holding a Drumhead Service on the Orange in front of College Hall Officers' Mess. These services were held in July, the midway point between victory in Europe (May) and victory over Japan (August). They provided an opportunity to remember those who gave their lives in the cause of freedom, to pray for lasting peace in the world today, and to reflect on our own role as peacemakers and as members of the Armed Services.

The Queen's Colour for the College was paraded in Lincoln Cathedral and, unusually but appropriately for this significant period of national and civic remembrance, in the Parish Church of Sleaford. Cadets also served as ushers and readers, their presence alongside the veterans acting as a tangi-

ble link between the memories of past service and the continuing obligation today to commit our best energies to the resisting of tyranny and deceit. In holding an Act of Commemoration on the College Orange, there was a strong sense of maintaining a great and living tradition, knowing that generations of College cadets have stood on that Parade Square, prior to risking, and sometimes giving, their lives in the service of others. The words of the Kohima Epitaph, spoken by the College Warrant Officer, struck home:

*'When you go home, tell them of us and say
for you tomorrow, we gave our today.'*

One could argue that a society that does not understand its past has no real identity in the present, nor any clear direction for the future. The importance of such services of Remembrance, together with operational studies into the lives and events that are highlighted by them, cannot be overstated. They serve to educate the corporate memory of the Royal Air Force, to define its values and to reinforce its identity for today, thus ensuring that it remains an effective 'force for good' around the globe.

OLD CRANWELLIAN ASSOCIATION WEEKEND

19 JUNE 2005

By Flt Lt Stew Bremner



Flt Lt Stew Bremner is OC C Flt, E Sqn, and was the Project Officer for the Old Cranwellian Association Weekend.

The weather men predicted the hottest day of the year and for once they were right. The temperatures soared and so did the standard of sporting competition between the Old Cranwellian Association (OCA) and the RAF College. With a return to larger courses the College were confident of fielding strong teams in the events and were hungry for victory. The Old Cranwellians with experience on their side remained quietly confident and were obviously well prepared for the events. The competition consisted of golf, squash, tennis, clay pigeon shooting, croquet and cricket.

The Golf match was played on the Sleaford Course and although the College had struggled to fill the team their captain, Officer Cadet Martin Wood was confident that the players available could make a close game of things. The scorching heat made it a long hard day of golf and unfortunately for the College team the Old Cranwellians proved to have the stamina and skill to come out on top winning 4.5 to 1.5. The squash and tennis results followed a similar theme with the enthusiasm and energy of the cadets not matching up to the seasoned competitors from OCA. The College lost the squash 2 to 0, and the tennis 41 to 8. So with resounding victories in 3

of the 6 events the College would have to do something special to get back into the competition.

Could that something special come from the Commandant himself, competing in the clay pigeon shooting at RAF Digby? The College fielded a strong team with their new star, Officer Cadet Grant Davison and several weeks of practice buoying their confidence. The Old Cranwellians had



considerable experience as well but this time it was not enough to beat the mix of youth and experience fielded by the College who ran out winners 246 to 191. Croquet has seen something of a resurgence at the College in the last year with training taking place at regular and irregular times (midnight on the Commandants lawn!). The College held trials throughout the morning to select the best teams to challenge OCA. Gp Capt Chambers and Padre Chaffey proved to be a strong pairing for the College with the Padre putting in a particularly impressive performance in between playing in the cricket. Unfortunately, despite selecting their strongest players the two cadet teams were outfoxed by their veteran opponents who were hardened competitors able to get the better of their youthful foe. The match ended 2 to 1 in the Old Cranwellians favour so some more practice required for next year, hopefully the new Commandant will be as accommodating.



The College made a fantastic start to their innings, with their captain Student Officer Bould scoring 10 runs from the first 8 balls. Unfortunately the College could not maintain this rate and kept losing wickets at regular intervals with none of the batsmen managing to occupy the crease for any substantial amount of time. As a result the College were finally bowled out for 92 runs with 5 minutes of the match remaining. Officer Cadet Cave and Officer Cadet Thompson were the top scorers for the College with 12 runs and Sqn Ldr Harrop put in a man of the match display with bowling figures of 2-16 to go with his 24 runs. The overall result was a strong victory for OCA winning 5 events to the Colleges one and all that was left to do was to toast the excellent sporting performances with some drinks in the pavilion and hope to do better next year.



Cricket was the main backdrop for the day and the highlight of the competition with 2 strong teams, the Old Cranwellians President's XI against the RAF College. The Old Cranwellians won the toss and decided to bat. Sqn Ldr Harrop got the innings off to a particularly good start making 24 runs. However, the going was slow with some excellent bowling from Student Officer Wales, Student Officer James (who both finished with 3 wickets each) and Officer Cadet MacDonald. This tight bowling produced several good chances although the College did not take full advantage of them, allowing Officer Cadet Kidd and Officer Cadet Court, both playing for the Old Cranwellian President's XI, to make 31 and 22 runs respectively. The innings ended on a strong 134 for 9.

The day's events culminated in the traditional dinner in College Hall Officers' Mess with 150 OCA members in attendance including Chief of the Air Staff, Air Chief Marshal Sir Jock Stirrup, and the Guest of Honour, Air Marshal Sir Glenn Torpy. Air Marshall Torpy is currently Chief of Joint Operations at the Permanent Joint Headquarters at Northwood and is due to become Chief of the Air Staff in March 2006. He was able to give those assembled a fascinating insight into the challenges facing the Royal Air Force of today. The 2005 reunion also saw members from 65, 73 and 87 entries organise mini reunions; their camaraderie was evident some 50 years after first meeting and ensured the celebrations continued into the early hours. One notable absence was Sqn Ldr Keats of 54 Entry who, after suffering a fall prior to dinner, spent the evening in Grantham Hospital with a broken hip. He did, however, make a full recovery and is determined not to miss out on the 2006 reunion.





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May Change but
Heritage Remain
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THE QUEEN'S REVIEW GRADUATION PARADE

21 JULY 2005

By Flt Lt Ian Allen



Flt Lt Ian Allen is the C Squadron Deputy Squadron Commander, Editor of the College Journal and was the Project Officer for the Royal Graduation.

Air Vice-Marshal Yahya bin Rasheed Al-Juma, Commander Royal Air Force of Oman, accompanied by the Chief of the Air Staff, Air Chief Marshal Sir Jock Stirrup, visited the Royal Air Force College Cranwell on Thursday 21 July 2005 to review the graduation of No 214 Initial Officer Training Course and No 284 Specialist Entrant and Re-Entrant Course on the occasion of The Queen's Review. As Commander Royal Air Force of Oman, he serves as the senior uniformed Air Force Officer responsible for the organization, training and equipping of approximately 10000 personnel. The Royal Air Force of Oman is equipped with Hawk (100 and 200 series), Jaguar fighters, Strikemaster ground attack aircraft, as well as helicopters and C130 transport aircraft.

The arrival of the Air Vice-Marshal on the Parade Ground was marked by a fly-past from the Royal Air Force Aerobatic Team, The Red Arrows, after which Air Vice-Marshal Al-Juma reviewed the Parade. A total of 63 Officer Cadets and Student Officers graduated on this occasion; No 215 Initial Officer Training Course also took part as the supporting squadron on the Parade Square. The Band of the Royal Air Force College and the visiting Band of the Royal Air Force of Oman, directed by Sqn Ldr D W Compton, provided the musical accompaniment. During the Parade, Air Vice-Marshal Al-Juma presented the 2005 Annual Awards and also the awards to the Graduating Officers.

In his speech the Air Vice-Marshal initially focussed on the Royal Air Force:

"The Royal Air Force is respected the World over; its success is written in history. It is an organization of excellence, and that is why my Nation's leader, His Majesty The Sultan, directed that his Air Force should be formed along the same lines to that of the RAF. Although only 20% the size of the RAF its traditions and ethos have developed in a similar manner. And so, if I could just take a moment I would like to acknowledge a debt of thanks to so many RAF officers and airmen who, by their dedication and commitment down the years, through both peace and war, have served and supported my Air Force and helped create the operationally effective air force that I have the great privilege to command today. I am proud to be so closely associated with such a staunch ally."

And then he focussed upon the Graduating Officers:

"...I have just a few words which might help and perhaps motivate you as you step off on the initial years of your service as officers. I promise that if you don't remember any of them I won't hold it against you.

Each of you can be very proud of your achievement, an achievement that I know has involved much hard and sustained effort. However, your role as future officers will become increasingly important as you step forward from this day. With rank comes authority, and with authority comes responsibility. Your responsibility in a highly trained, modern military organization is not simply issuing orders. It is up to you to create an environment where your personnel can think effectively and work harmoniously; this is the most challenging aspect of leadership. In my view, you will be on the right track if you lead by personal example and never ask subordinates to do something that you would not be prepared to do yourself. Treat everyone with the respect that they deserve so that you in turn earn their respect. Be firm yet fair, and never shrink from a challenge no matter how large.

Modern warfare requires open minds equipped with the capacity to think logically about problems, to arrive at considered solutions, and to outline those solutions with clarity, brevity and insight. The introduction of new technologies, demands high-level abilities and you will need to adapt to master a range of new equipment and systems. You will need to think rapidly and deliver information concisely and effectively; your superiors will depend on it and your subordinates may well live or die because of it.

You now have the demands of specialist training before you; this will take up most of your energy in the immediate future but it will not stop there. Throughout my career I can truly say that I have never stopped learning. I had to develop new skills as new challenges evolved and it will be the same for you.

Be adaptable and flexible and aim to excel in your chosen field. Remain focused, but equally you must enjoy life. I urge you to savour the broad range of experiences that the Service has to offer, for in that way you will be able to give your best.

You will face challenging times ahead, but with continued endeavour, the likes of which you have shown here at Cranwell, you should have the ability to handle such times with confidence, compassion and wisdom. When the moment comes you will know it, and I feel sure will accept your responsibility, lead with courage and honour, and strive for excellence in all that you undertake.

Graduating officers. Today you celebrate the end of initial training. But in a wider sense you are marking a new beginning, the beginning of your life as officers in a fighting Service – for make no mistake that is what military airpower is designed for. You have committed yourself to defending your Nation's interests and you may not find it easy, but then really worthwhile commitments seldom are."

As the Graduating Officers ascended the steps and entered College Hall by the front door for the first time, a Jaguar Aircraft from No 41 Squadron, Royal Air Force Coltishall, conducted a flypast salute. Following the luncheon, the Air Vice-Marshal planted a commemorative tree adjacent to the Queen's Walk.





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SERMON PREACHED AT THE DEDICATION SERVICE OF No. 215 IOT AND No. 285 SERE COURSES ON 29 SEPTEMBER 2005

By Rev (Wg Cdr) Jonathan Chaffey

'There is a time for everything and a season for every activity under heaven:

*a time to be born and a time to die,
a time to plant and a time to uproot...
a time to tear and a time to mend,
a time to be silent and a time to speak,
a time to love and a time to hate,
a time for war and a time for peace...*

God has made everything beautiful in its time. He has also set eternity in the hearts of men; yet so that they cannot fathom what God has done from beginning to end.'

Abrided from Ecclesiastes 3 v 1-11

A recently discovered training mantra on the board of the Flt Cdr's crewroom for 215 Course: 'He said, "Jump and you will fly." They said, "We don't know how to fly." He said, "Trust me; you can fly." They said, "We are too scared to try." He pushed them – and they flew!' Or at least, most of them did...

It is reassuring, that amidst the plethora of new theories on leadership (with over 18 000 books on the subject currently in print), there still comes a time when it's right to push. This technique, as used with others amongst these students, has clearly been very successful. Earlier this week I asked the Flt Cdrs of each course to sum up their students. 215 Course were described as bright, fit, a course whose members knew where to draw the line and who were quick to support each other. SERE were seen as mature, intelligent, 'getting fit', humorous and courageous. Perhaps I caught the Flt Cdrs on a good day! And so we have come to the Graduation Day which is, rightly, a time for pride and celebration; but also for gratitude, for without excellent training, together with the patient, committed support of the Directing Staff, families and friends, there may have been no Graduation.

That is for today – what about tomorrow?

'The future is always uncertain; and the further ahead we try to look the more uncertain it becomes'

– the opening words of the Chief of the Air Staff's New Mission Directive.

Uncertain times, he writes, call for agile and adaptable personnel, within a Royal Air Force that is lean and professional, innovative and dedicated. No pressure then! And it's not just the Chief of the Air Staff saying this. An increasingly complex international arena, coupled with the pace of change within Service life, requires a mindset, in the words of your Air Officer Training, which 'can operate in fractious and ambiguous conditions.' Perhaps today, even whilst you are itching to move on, should also be a time for humility and reflection. That is why we meet in a Church – to seek wisdom and perspective from God for the tasks that lie ahead; wisdom and perspective, in the words of our reading, to know what each time and season demands.

You have already found, to some extent, that there is a right time for everything: a time for inspections and a time for self-motivation; a time for pushing hard and a time for being honest with the physio; a time for operational studies (probably not enough time) and a time for sports; for socialising and for being smart on parade the next morning; for individual goals yet also for sacrifices on behalf of others. As you move on, your decisions as to what is right at any given time will

become only more complex and affect more people: the dilemma of when to push your troops and when to allow them space, when to direct and when to seek advice, when to say 'no' to family commitments because of loyalty to the Service, yet also when to say 'no' to so-called 'urgent' work for the sake of more important personal relationships. The people you lead will want, and need, officers with well-balanced, integrated lives; who are faithful at work and at home, who have excellent professional skills, yet also exhibit the personal qualities that listen to others and prove our belief that people really are our greatest asset.

So how can we know what is important at any given time? It's a question with which we all have to grapple. How can we reach a point where we can enjoy, as our Scripture reading says, the rhythm of work and life, where 'everything can be beautiful in its time', whilst also accepting its changes and uncertainties? This requires considerable understanding.

One of the wisest men in the ancient world was Solomon, whom many commentators consider to have been the author of Ecclesiastes. When he took over the throne of Israel from his father, David, he was allowed by God to ask for whatever he wished. He could have requested even greater riches and status than those achieved by David – but no, he asked for a discerning heart, for he knew that this alone would enable him to fulfil his command responsibilities. God answered his request; hence the well-known epithet, 'the wisdom of Solomon'.

I know of numerous leaders in the Armed Services who have come to a similar point in their lives - a realisation that they have needed more than their own superficial strength in order to discharge their duties. This may have concerned the detail of their daily lives or have come, occasionally, at moments of great need. One such situation involved Lt Col Chris Keeble, who took over command of 2 Para, following the death of Col 'H' Jones, in the Battle for Goose Green in 1982. Whilst fortunate to have tenacious soldiers and experienced Company Commanders, his men were heavily outnumbered, extremely tired, low on ammunition and in an exposed position. When asked, "What next?", Keeble took a few moments to himself and read a prayer which he carried in his pocket – the prayer of Charles de Foucauld, himself a soldier and later a priest in the early 1900s:

"Father, I abandon myself into your hands. Do whatever you will. Whatever you may do, I thank you. I accept all, without reserve. Only let your will be done."

He then gained a strong sense of what to do. He sent back two prisoners of war and gave the Argentinians the opportunity to surrender, which they took; thus saving the loss of a great many lives on both sides. This was truly an instance of eternal wisdom in a receptive heart.

I encourage you to pray for wisdom. God will give it in abundance if you ask. The source above all is found in the teaching, example and person of Jesus, described in the Bible as 'the wisdom of God personified'. I also want you to know, as you have signed a 'contract of unlimited liability' in the service of your country, that God is just as committed, and more so, to you. My firm belief, and experience, is that he will never let you down.

ROYAL AIR FORCE CRANWELL SENIOR APPOINTMENTS

COMMANDANT ROYAL AIR FORCE COLLEGE & DIRECTOR OF RECRUITMENT (ROYAL AIR FORCE)
Air Commodore R B Cunningham MBE ADC MA RAF

**CHIEF OF STAFF & DEPUTY COMMANDANT
ROYAL AIR FORCE COLLEGE**
Group Captain M R Waring MA BSc FCIPD RAF

**GROUP CAPTAIN OFFICERS AND AIRCREW
SELECTION CENTRE**
Group Captain D C Fidler MA RAF

**GROUP CAPTAIN INSPECTORATE OF RECRUITING
(ROYAL AIR FORCE)**
Group Captain D A McCafferty RAF

**GROUP CAPTAIN OFFICER AND AIRCREW CADET
TRAINING UNIT**
Group Captain R I Chambers RAF

OFFICER COMMANDING ROYAL AIR FORCE CRANWELL & No 3 FLYING TRAINING SCHOOL
Group Captain S P Townsend MA RAF

COMMANDANT AIR CADETS
Air Commodore D I Harrison BSc(Hons) FRAeS RAF

CHIEF OF STAFF AIR CADETS
Group Captain W M N Cross OBE RAF Retd

COMMANDANT CENTRAL FLYING SCHOOL
Group Captain S P Ayres BSc RAF

**OFFICER COMMANDING NO 1 ELEMENTARY FLYING
TRAINING SCHOOL**
Group Captain P A Round MA BSc(Hons) MRAeS RAF

**OFFICER COMMANDING ROYAL AIR FORCE
LEADERSHIP CENTRE**
Group Captain J A Jupp OBE MA BA RAF

PRINCIPAL DENTAL OFFICER
Group Captain D M McCarthy
MSc BDS LDS DGDP MGDS RCS RAF

HONOURS AND COMMENDATIONS 2005

SERVICE PERSONNEL

Appointment to the Military Division of the Most Honourable Order of the British Empire as a Member

Squadron Leader C D Jepson

Commendation by the Chief of the Air Staff

Corporal M Walthew, Mr A Miles

Commendation by Commander-in-Chief Personnel and Training Command

Squadron Leader M J Hunt, Squadron Leader T D Neal-Hopes, Squadron Leader R S Price,
Warrant Officer N K Higgins, Flight Sergeant I W Claricoates, Flight Sergeant A M Shouls,
Flight Sergeant N Strickland, Chief Technician P J Prosser, Sergeant Bhatia,
Mrs D M Coull, Mr A Waby

**Commendations by Air Officer Commanding Training Group
and Air Officer Commanding Directly Administered Units**

Squadron Leader J L Nadin, Flight Lieutenant D C McCann, Flight Lieutenant M P Rosier,
Corporal M P Spinks, Mr P Batson, Mr G K Bush, Mrs T Harris, Mr L C Paterson,
Mrs Z Reynolds, Mrs SA Watt, Mrs D Woollerton

VISITS TO THE COLLEGE: 2005

The Queen's Review

On the occasion of The Queen's Review, on 21 July 2005, Air Vice-Marshal Yahya bin Rasheed Al-Juma, Commander Royal Air Force of Oman, reviewed the Graduation of No 214 Initial Officer Training Course and No 284 Special Entrant & Re-entrant Course, and presented the major College Awards.

Reviewing Officers

During 2005 the Reviewing Officers for Graduations, other than The Queen's Review, were: Air Marshal P O Sturley, Chief of Staff, Component Command-Air Headquarters, Ramstein; Air Vice-Marshal C N Harper, Chief of Staff (Operations) Headquarters Strike Command; Air Vice-Marshal J M M Ponsonby, Air Officer Commanding Training Group; Air Vice-Marshal A D White, Air Officer Commanding 3 Group and Commander Maritime North.

Senior Visitors

Amongst the official visitors to the College were: Marshal of the Royal Air Force Sir Michael Beetham; Marshal of the Royal Air Force The Lord Craig of Radley; Marshal of the Royal Air Force Sir Keith Williamson; Air Chief Marshal Sir Jock Stirrup, Chief of the Air Staff; Air Chief Marshal Sir Brian Burridge, Commander-in-Chief Strike Command, Air Marshal Sir Joe French, Commander-in-Chief Personnel and Training Command; Air Vice-Marshal J A Cliffe, Chief of Staff (Operations) Headquarters Strike Command; Air Vice-Marshal S G G Dalton, Contoller Aircraft; Air Vice-Marshal S R C Dougherty, Director General Medical Services; Air Vice-Marshal C H Moran, Assistant Chief of the Air Staff; Air Vice-

Marshal J M M Ponsonby, Air Officer Commanding Training Group; Air Vice-Marshal B M Thornton, Director General Logistics (Strike); Brigadier Andrew Jackson, Commander Recruiting Group; Lord Bhatia, Chairman of the Ethnic Minority Foundation; Right Reverend David Lacey, Moderator of the General Assembly; Lady Hazel Whittle, widow of Sir Frank Whittle; Mr Mark Andrews, Director of Defence National Audit Office; Dr Elaine Storkey, President Tear Fund; Very Reverend Michael Bunker, Dean of Peterborough.

Members of Parliament

There was a visit by: The Right Honourable Douglas Hogg QC, MP for Sleaford & North Hykeham.

Overseas Visitors

In 2005 the College had the pleasure of hosting many visitors from overseas. The visitors included: Major General Ali Al-Asseri, Director of Air Force Training, Royal Saudi Air Force; Major General Al-Sadoun, Commandant King Faisal Air Academy; Major General Kamal Barzanjy, Commander of Iraqi Air Force Headquarters; Air Commodore Ali Al-Abri, Defence Attaché Oman; Colonel Khalid Al-Shehri, King Faisal Air Academy; Colonel Sulaiman Al-Wabel, King Faisal Air Academy; Colonel Aysih Al-Majoori, King Faisal Air Academy; Colonel K Teoh, Republic of Singapore Air Force; Lieutenant Colonel du Toit and Major Kweta, South African Airforce Directorate of Manpower and Renewal; and London-based Air Attachés from around the world.

VISITS BY THE COLLEGE: 2005

Air Cdre Barter, Commandant RAF College and Director of Recruitment (RAF) and Mrs Barter travelled with GC OACTU and Mrs Chambers to the Royal Dutch Military Academy in Breda for the weekend 15-17 April to cheer on the College team during the Intercollegiate Games.

During the first week in June, the European Air Force Academies Commandants' Conference was hosted by the Hellenic Air Force Academy in Athens and the Comdt and Mrs Barter joined the other 15 Air Force Commandants for a productive conference and an opportunity to experience the Greek Air Force and culture.

The Comdt and Mrs Barter were invited by the Commandant of the French Air Force Academy to their annual Graduation ceremonies which are traditionally held over the first weekend in July at Salon de Provence in the South of France.

The Comdt and Mrs Barter and GC OACTU were invited to pay an official visit to Oman by the Commander of the Royal Air Force of Oman, Air Vice-Marshal Yahya bin Rasheed Al-Juma, who had been the Reviewing Officer for the Queen's Review of the Royal Air Force College in July of this year.

The RAF College Intercollegiate teams travelled to Furstenfeldbruck for their annual sporting exchange with the Offizierschule der Luftwaffe over the period 21-23 October and the Comdt was there to lend his support and encouragement.

AOC Training Group and Comdt RAF College were invited to visit the Indian Air Force training establishments for an exchange of views and practices during the period 15-22 November.

STANDARDS IN AND OUT OF COLLEGE HALL: 2005

Standards Out

19 May 2005
No 17 (Reserve) Sqn, RAF Coningsby (Typhoon Operational Evaluation Unit).

19 October 2005
No 29 Sqn, BAE Systems' Warton airfield (Typhoon Operational Conversion Unit).

Standards In

20 October 2005
No 10 Sqn, RAF Brize Norton, disbanded. VC 10 aircraft transferred to No 101 Sqn.

2 November 2005
No 11 (Fighter) Sqn, RAF Leeming, disbanded.

AWARD WINNERS 2004/5

ANNUAL AWARDS

OFFICER AND AIRCREW CADET TRAINING UNIT

The Queen's Medal is awarded to the RAF officer who, during Initial Officer Training, proved to be the most outstanding cadet of the year.
Winner: Flying Officer T A B Carter BSc

The Wilkinson Sword of Honour is awarded to the RAF officer who, during Initial Officer Training, produced the most distinguished performance of the year in leadership.
Winner: Flight Lieutenant N J B Monahan BSc

The Ecole de L'Air Trophy is awarded to the RAF officer who, during Initial Officer Training, produced the most distinguished performance in academic studies.
Winner: Flying Officer S I Eydmann

The Prince Bandar Trophy is awarded to the officer who, during Initial Officer Training, submitted the best essay or service paper of the year on operational studies.
Winner: Flying Officer N G Barratt BA

The John Constable Memorial Prize is awarded to the RAF officer, under the age of 21 at entry to the RAF College, who during Initial Officer Training has demonstrated the greatest potential for further development by producing the best overall performance in both leadership and professional studies during the year.
Winner: Acting Pilot Officer D M Lowes

ENGINEER AND SUPPLY OFFICER TRAINING AWARDS

The AVM Sir Thomas Shirley Memorial Cup and Minerva Society Prize is a conjoint award to the student of the Engineer Specialist Training Course who achieved the best overall performance of the year both in Engineering Studies and Initial Officer Training.
Winner: Flying Officer L D Sapsford BEng

The Stuart Boulton Memorial Award is made annually to the engineer officer who, having been commissioned from airman service in an aerosystems airman trade, achieved the best performance of the year whilst on Engineer Specialist Training Course.
Winner: Flying Officer M Quick BEng(Hons)

The Worshipful Company of Engineers Prize is awarded to the best direct entrant of the year on an Engineer Specialist Training Course.
Winner: Flying Officer C J Coates MEng(Hons) ARAeS

The Hyde-Thomson Memorial (Engineering) Prize is awarded to the best ex-airman student of the year, with previous service in an electronics trade, graduating from Engineer Specialist Training Course into employment in a communications-electronics appointment.
Winner: Flying Officer P Crebin

The Beckwith Prize is awarded to the student who achieves the best results in the first year of their degree course at RMCS Shrivenham.
Winner: Flying Officer D Haddican

The Armourers' and Brasiers' Awards are two separate prizes:

One is awarded to the most outstanding student in the academic element of Engineer Specialist Training Course.

Winner: Flight Lieutenant A Stephenson BA MSc

The other award is presented to the most outstanding project in the area of Weapons Systems Engineering completed by a student on the Advanced Systems Engineering Course.

Winner: Flight Lieutenant M Carleton BEng RAAF

The Herbert Smith Memorial Trophy is awarded to the student on an Advanced Systems Engineering Course who is adjudged to have achieved the best overall result in the applied technology phase of the course.

Winner: Flight Lieutenant M Carleton BEng RAAF

The Whittle Prize is awarded to the student on an Advanced Systems Engineering Course who is adjudged to be the best student in terms of progress in studies and contribution to the success of the course as a whole.

Winner: Captain T Wagner USAF

The Supply Prize is sponsored by the Institute of Logistics and Transport, and is awarded to the student from Supply Officer Training Courses who has achieved the highest standard in their professional studies.

Winner: Pilot Officer K E Slater

The Royal New Zealand Air Force Trophies and Prizes are awarded to RAF University Cadets at RMCS Shrivenham who achieve the best results in the respective degree courses

*Winners: Flight Lieutenant C Belcher
 Flying Officer R W Pitelen*

The Royal Aeronautical Society Prize is awarded to the student for the best performance by a former serving airman during initial Supply Officer Training.

Winner: Flying Officer D M Purchase

The Chartered Institute of Management Prize is awarded to a student on the Intermediate Logistics Management Course, who achieves the highest standard in professional studies and who demonstrates good management potential.

Winner: Flying Officer T Walker BA(Hons) MILT

The Loudon Trophy and The Penelope Kitt Memorial Prize is a conjoint award for the student of Supply Officer Training who is assessed to have been the best student of the year not only on their performance in specialist training but also during initial officer training.

Winner: Flying Officer S Micklewright BA

The Worshipful Company of Scientific Instrument Makers Award is awarded to a member of staff, who has, in the opinion of the Engineer and Supply Officer Training Executives made the most significant contribution to their Departments' activities.

Winner: Mr L C Paterson BSc MSc CPhys MInstP CEng MIEE MCM

The Armed Forces Communications and Electronics Association Prize is awarded to the student on the Advanced Systems Engineering Course who achieves the best overall results in Communications and Electronics subjects.
 Winner: *Captain T Wagner USAF*

No 55(RESERVE) SQUADRON

The George Holderness Trophy is awarded annually to the Weapon Systems Operator student who has displayed the highest standards throughout training, both in professional studies and personal qualities.
 Winner: *Not Awarded*

AIR CADET ORGANIZATION

Lees Trophy is awarded annually to the sqn which is judged to be the best sqn in the Corps in overall achievement and efficiency during the year of assessment, having regard to its size, location and facilities.
 Winner: *215 (City of Swansea) Sqn, 3 Welsh Wing, Wales and West Region ATC.*

Dacre Sword is awarded annually to the best male cadet, based on all-round performance.
 Winner: *Cadet Warrant Officer J N Kume-Davy of 1803 (Uxbridge) Sqn, Middlesex Wing, London and South East Region ATC.*

Dacre Brooch is awarded annually to the best female cadet, based on all-round performance.
 Winner: *Cadet Flight Sergeant S E Mendham of 231 (Norwich) Sqn, Norfolk and Suffolk Wing, Central and East Region ATC.*

Ganderton Sword is awarded annually to the officer who, on the recommendation of the ATF Directing Staff, has performed best in all aspects during the Officers' Initial Course.
 Winner: *Pilot Officer S Oakley, Junior Leaders.*

Shackleton Trophy is awarded annually to the ATC Rgn, Wg or Sqn which mounts the most successful, imaginative and adventurous expedition.
 Winner: *863 (Thurston) Sqn - Canada Expedition.*

COURSE AWARDS 2005

OFFICER AND AIRCREW CADET TRAINING UNIT

The Sword of Merit is awarded to the RAF cadet who, during Initial Officer Training, demonstrated outstanding ability, leadership and other officer qualities, and the greatest potential for further development.

- Winners:
- 212 IOTC: *Student Officer O P Leaming MEng BA(Cantab)*
 - 213 IOTC: *Student Officer A J Luckins BSc*
 - 214 IOTC: *Officer Cadet M K Wood*
 - 215 IOTC: *Officer Cadet E A Sellers LRSM*
 - 216 IOTC: *Officer Cadet M Geraghty*

The Hennessy Trophy and Philip Sassoon Memorial Prize is awarded to the RAF cadet who, during Initial Officer Training, has proved to be the best all-round cadet, other than the Sword of Merit winner.

- Winners:
- 212 IOTC: *Officer Cadet A R Bucknell*
 - 213 IOTC: *Officer Cadet A M Grant*
 - 214 IOTC: *Student Officer D A Stark BSc*
 - 215 IOTC: *Officer Cadet S W Brindley*
 - 216 IOTC: *Officer Cadet A D Smailes BSc*

The MacRobert Prize is awarded to the cadet who, in the opinion of their peers, has made the greatest contribution to the Course.

- Winners:
- 212 IOTC: *Officer Cadet A R Bucknell*
 - 213 IOTC: *Officer Cadet N Johnson*
 - 214 IOTC: *Officer Cadet C R Curry*
 - 215 IOTC: *Officer Cadet D C B Martin-Smith*
 - 216 IOTC: *Officer Cadet A P Robinson BA Cert Ed*

The BAE Systems Trophy is awarded to the RAF, foreign or Commonwealth cadet who has attained the highest marks for professional studies on the Course.

- Winners:
- 212 IOTC: *Student Officer A M Tidmarsh BSc AMInstP*
 - 213 IOTC: *Officer Cadet A M Grant*
 - 214 IOTC: *Officer Cadet S M Chalk LCGI*
 - 215 IOTC: *Student Officer N J Dehnel MEng BA(Cantab)*
 - 216 IOTC: *Student Officer P Trenholm MSc BSc*

The Overseas Students' Prize is awarded to the foreign or Commonwealth cadet on each course who had the best overall performance in leadership, officer qualities and professional studies.

- Winners:
- 212 IOTC: *Officer Cadet Z M Roslan RBAF*
 - 213 IOTC: *Not Awarded*
 - 214 IOTC: *Officer Cadet M E Mohammad RBAF*
 - 215 IOTC: *Not Awarded*
 - 216 IOTC: *Officer Cadet S A S Al Breiki RAFO*

The Group Captain Williams Memorial Trophy is awarded to the RAF cadet who, during Initial Officer Training has shown the greatest improvement.

- Winners:
- 212 IOTC: *Officer Cadet C J Wilkins*
 - 213 IOTC: *Student Officer N P Jones MEng*
 - 214 IOTC: *Student Officer D J Seymour MSc BSc*
 - 215 IOTC: *Student Officer K J Garrod BSc*
 - 216 IOTC: *Officer Cadet S R Kidd*

The Sarah Moland Memorial Prize is awarded to the RAF cadet who, during Initial Officer Training has demonstrated outstanding qualities of courage and fortitude.

- Winners:
- 212 IOTC: *Not Awarded*
 - 213 IOTC: *Not Awarded*
 - 214 IOTC: *Student Officer M Dillon BA*
 - 215 IOTC: *Officer Cadet M W Wyr*
 - 216 IOTC: *Officer Cadet D M Reddy*

The Longcroft Trophy is awarded to the RAF cadet who, during Initial Officer Training, has contributed most to sport.

- Winners:
- 212 IOTC: *Student Officer A F Vaughan BSc*
 - 213 IOTC: *Student Officer R P Anderson BSc*
 - 214 IOTC: *Student Officer G J Prager BSc*
 - 215 IOTC: *Officer Cadet J A Schofield*
 - 216 IOTC: *Officer Cadet S Riley BSc*

The Daedalus Trophy is awarded to the student who, during training on the Specialist Entrant and Re-Entrant Course, has proved to be the best all-round cadet.

- Winners:
- 283 SERE: *Student Officer C F Doyle DipHE RPN RMN CPN MILM*
 - 284 SERE: *Student Officer J Swainston LLB*
 - 285 SERE: *Student Officer C A Davison MB ChB*

No 3 FLYING TRAINING SCHOOL

The 3 FTS Sword of Merit is awarded to a student, at each graduation, who has produced the best overall performance during training, irrespective of whether they are an officer or

senior non commissioned officer: however, grades of high average or above average must have been achieved both on the ground and in the air.

Winner:
480 WSO: *Flight Lieutenant R J Crowe BA*

45(Reserve) Squadron

The Ground School Trophy is awarded to the student pilot who gains the highest overall marks in ground studies on the multi-engine training course, providing the student achieves an above average assessment.

Winners:
162 AFTC: *Flying Officer M J Tucker*
163 AFTC: *Flight Lieutenant B P Tucker BSc*
164 AFTC: *Flight Lieutenant D C Williams BA*
167 AFTC: *Flying Officer T J Whitfield*

The Glen Trophy is awarded to the student pilot who gains the highest overall marks for flying, provided that the student has achieved a high average assessment.

Winners:
163 AFTC: *Flying Officer M W F Eyers*
167 AFTC: *Flying Officer T S Harvey BSc*

The Radley Trophy is awarded to the student pilot who gains the highest overall standard in academic studies, flying and officer qualities, provided that the student has achieved an overall high average assessment.

Winners:
163 AFTC: *Flight Lieutenant J N Chester*
167 AFTC: *Flying Officer N D Pearce*

The Dacosta Trophy is awarded, at the discretion of the Officer Commanding No 45(R) Squadron, to the student who has shown the best overall improvement during the course.

Winner:
167 AFTC: *Flight Lieutenant A J Hick BA*

55(Reserve) Squadron

The Navigation Cup is awarded to the best graduate on each fast-jet Weapon Systems Officers Course, provided that the student has achieved at least a high average assessment overall.

Winners:
480 WSO: *Flight Lieutenant R J Crowe BA*
481 WSO: *Flying Officer P R James BSc*
482 WSO: *Flight Lieutenant E L Lomas-Cathrine*

The Air Navigation School Leadership Trophy is awarded to the Weapon Systems Officer student who, during training at 3 FTS, has demonstrated outstanding leadership qualities.

Winner: *Not Awarded*

The Royal Institute of Navigation Trophy is presented to the Weapon Systems Officer who achieves the highest overall standard of air navigation, academic studies and personal qualities of all graduates over a 6-month period. It may therefore be awarded to a Weapon Systems Officer who has already graduated from the School and received his brevet at a previous ceremony; this trophy is only presented twice a year.

Winner: *Not Awarded*

The Ardian Trophy is awarded to the Weapon Systems Officer graduate who has displayed the highest overall standard of airmanship throughout the course, provided that a high average assessment has been achieved, or to the student who has shown significant improvement during training at 3 FTS.

Winners:
481 WSO: *Flight Lieutenant R G Bland*
481 WSO: *Flight Lieutenant S J K Cotton BSc*
487 WSO: *Flight Lieutenant G M Basnett BSc*

The Sutton Sword is awarded to Weapon Systems Officer who achieves the highest standard in navigation, academic subjects and personal qualities, provided the student has achieved a high average assessment.

Winner: *Not Awarded*

The Canham Memorial Trophy is awarded to best Weapon Systems Officer on each course, provided the student has achieved a high average assessment.

Winner:
487 WSO: *Flight Lieutenant B L Livesey BSc*

The Acoustics Studies Trophy is awarded to the best student Weapon Systems Operator (Acoustics) achieving above average marks for academic, synthetic and flying training.

Winner: *Not Awarded*

The Air Loadmaster Trophy is awarded to a Weapon Systems Operator (Air Loadmaster) who has demonstrated exceptional standards in both academic and practical studies throughout the whole period of training.

Winner: *Not Awarded*

The Air Engineers' Air Merit Award is awarded to a student who obtains a high overall flying assessment or who performs an outstanding act of airmanship.

Winner:
218 WSO (AEng): *Sergeant K D Bowler*

The Reynolds Trophy is awarded to a student Weapon Systems Operator who has made the most significant progress while undergoing training at 3 FTS.

Winners:
216 WSO (EW): *Sergeant D J Womack*
218 WSO (AEng): *Sergeant A A Gilbertson*
218 WSO (EW): *Sergeant G Duffy*

The Graham Miller Book Prize is presented to Weapon Systems Operator (Air Engineer) students who are awarded a specialization merit trophy.

Winner:
218 WSO (AEng): *Sergeant D J Bowler*

The Rolls Royce Trophy is rarely awarded, but is given to an outstanding Weapon Systems Operator (Air Engineer) student who achieves a distinguished pass overall.

Winner: *Not Awarded*

The Hamilton Trophy is rarely awarded, but is given to the Weapon Systems Operator student who achieves exceptional standards in ground studies, flying and leadership throughout their training at 3 FTS.

Winners:
216 WSO (EW): *Sergeant D J Womack*
218 WSO (EW): *Sergeant S P Coates*

The Above Water Sensors Studies Trophy is awarded to the student Weapon Systems Operator (Electronic Warfare) who achieves the highest marks during professional training, provided that an above average grade has been achieved during the academic, synthetic and flying phases of the Course.

Winners:
216 WSO (EW): *Sergeant A W Robson*
217 WSO (EW): *Sergeant K C Scott*

ENGINEER AND SUPPLY OFFICER TRAINING AWARDS

The Halahan Trophy is awarded to the student of each Engineering Specialist Training Course who achieves the best all-round performance.

- Winners:
 42 EST: Flying Officer P A Goodwin
 43 EST: Flying Officer K H Nicholls
 44 EST: Flying Officer D N Chatten BEng AMIMechE
 45 EST: Flight Lieutenant I C Grove
 46 EST: Flying Officer K D Hamblin

The Institute of Mechanical Engineers Prize is awarded to the student with a mechanical background who achieves a noteworthy academic performance whilst on their Engineer Specialist Course.

- Winners:
 42 EST: Flying Officer J P Gorman MEng
 43 EST: Flying Officer G E Rumbelow MEng
 44 EST: Flight Lieutenant J Ritchie
 45 EST: Flying Officer C Dickie
 46 EST: Flight Lieutenant T Fawdry-Jeffries MEng DIS AMRAeS

The Chicksands Cup is awarded to the student with a Communication-Electronics background who achieves a noteworthy academic performance whilst on their Engineer Specialist Training Course.

- Winners:
 42 EST: Flying Officer J J Taylor DIP ICM Cert Mgt
 43 EST: Flying Officer D E Hall BA MEng(Cantab)
 45 EST: Flight Lieutenant K M Riches BEng

The TRW Lucas Aerospace Prize is awarded to the course member on Intermediate Logistics Course who is adjudged to have submitted the best-written assignment under the general theme of "Relationships with Industry".

- Winners: Not Awarded

The Chartered Institute of Purchasing and Supply Prize The award is presented to a student on Supply Officer Training who is adjudged to be the best student in terms of achievement in studies, contribution to the success of the course and potential for the future.

- Winners:
 37 SOT: Flying Officer A D Scott

The Parsons Memorial Trophy. The award is presented to a student of an Engineer Specialist Training Course who has demonstrated outstanding perseverance and diligence in successfully completing their studies.

- Winner:
 44 EST: Flying Officer K R Watson

No 1 ELEMENTARY FLYING TRAINING SCHOOL

The Midshipman Simon Trophy is awarded to the RNEFTS student with the best results in Groundschool.

- Winners:
 79(Long) DEFTS: Lieutenant B Williams
 80(Long) DEFTS: Sub-Lieutenant S McKeen
 81(Long) DEFTS: Sub-Lieutenant M Brown
 82(Long) DEFTS: Sub-Lieutenant P Irving
 83(Long) DEFTS: Lieutenant M G Carty RM
 84/85(Long) DEFTS: Sub-Lieutenant W R Hooper
 86(Long) DEFTS: Sub-Lieutenant E A H Arbuthnott
 87(Long) DEFTS: Sub-Lieutenant J K Baker
 88/89(Long) DEFTS: Sub-Lieutenant A Marshall

The Bryan Memorial Trophy is awarded to the RAF student with the best results in Groundschool.

- 79(Long) DEFTS: Flying Officer M B Thompson
 80(Long) DEFTS: Flying Officer A D Barker
 81(Long) DEFTS: Not Awarded
 82(Long) DEFTS: Flying Officer W Hardesty
 83(Long) DEFTS: Flying Officer C Bartwicki
 84(Long) DEFTS: Flying Officer T A Carter
 85(Long) DEFTS: Not Awarded
 86(Long) DEFTS: Acting Pilot Officer M R Leyman
 87(Long) DEFTS: Flying Officer G P Muscat
 88(Long) DEFTS: Flying Officer G R Swann
 89(Long) DEFTS: Not Awarded
 90(Long) DEFTS: Not Awarded
 91(Long) DEFTS: Flying Officer J C Bevan
 92(Long) DEFTS: Flying Officer M J Pereira
 93(Long) DEFTS: Flying Officer O D Harbridge

The Hargreaves Trophy is awarded to the RN student with the best overall results in flying.

- Winners:
 79(Long) DEFTS: Lieutenant B Williams
 80(Long) DEFTS: Sub-Lieutenant S McKeen
 81(Long) DEFTS: Sub-Lieutenant P Whitehouse
 82(Long) DEFTS: Lieutenant S P McLone
 83(Long) DEFTS: Lieutenant M G Carty RM
 84/85(Long) DEFTS: Captain M F Axcell RM
 86(Long) DEFTS: Sub-Lieutenant E A H Arbuthnott
 87(Long) DEFTS: Midshipman A P Hutchinson
 88/89(Long) DEFTS: Sub-Lieutenant R Lorenz

The British Aerospace Trophy is awarded to the best overall Royal Navy student.

- Winners:
 79(Long) DEFTS: Lieutenant B Williams
 80(Long) DEFTS: Sub-Lieutenant S McKeen
 81(Long) DEFTS: Sub-Lieutenant M Brown
 82(Long) DEFTS: Lieutenant S P McLone
 83(Long) DEFTS: Lieutenant M G Carty RM
 84/85(Long) DEFTS: Sub-Lieutenant W R Hooper
 86(Long) DEFTS: Sub-Lieutenant E A H Arbuthnott
 87(Long) DEFTS: Sub-Lieutenant J K Baker
 88/89(Long) DEFTS: Sub-Lieutenant A Marshall

The CO's Trophy is awarded to the RN student displaying the best fortitude, character and individuality during EFT and 'The man you would wish to have on your Squadron'.

- Winners:
 79(Long) DEFTS: Lieutenant B Williams
 80(Long) DEFTS: Sub-Lieutenant C Peschardt
 81(Long) DEFTS: Sub-Lieutenant M Brown
 82(Long) DEFTS: Lieutenant S P McLone
 83(Long) DEFTS: Sub-Lieutenant J H Sharples
 84/85(Long) DEFTS: Sub-Lieutenant C Southworth
 86(Long) DEFTS: Lieutenant H M L Parkinson
 87(Long) DEFTS: Sub-Lieutenant J F Evered
 88/89(Long) DEFTS: Sub-Lieutenant J Moore

The Martin Trophy is awarded to the Army student who demonstrated the highest skill and ability in aircraft piloting.

- Winners:
 79(Short) DEFTS: Major J K Mahan RAMC
 80(Short) DEFTS: Corporal J M Dale
 81(Short) DEFTS: 2nd Lieutenant M J Milne-Holme AAC
 82(Short) DEFTS: Course cancelled
 83(Short) DEFTS: Not awarded

84(Short) DEFTS: 2nd Lieutenant S J Jones AAC
 85(Short) DEFTS: Course cancelled
 86(Short) DEFTS: Cpl Boakes
 87(Short) DEFTS: 2nd Lieutenant C P Lenaghan AAC
 88(Short) DEFTS: Not awarded

The Chief Groundschool Instructor's Cup is awarded to the Army student who achieved the best overall Groundschool result.

Winners:
 79(Short) DEFTS: Major J K Mahan RAMC
 80(Short) DEFTS: Captain W Bailey REME
 81(Short) DEFTS: Corporal J T C Billington
 82(Short) DEFTS: Course cancelled
 83(Short) DEFTS: Not awarded
 84(Short) DEFTS: 2nd Lieutenant N M Phillips
 85(Short) DEFTS: Course cancelled
 86(Short) DEFTS: Not awarded
 87(Short) DEFTS: Corporal S M Faulkner
 88(Short) DEFTS: Captain S Martin RLC

The Horsa Trophy is awarded to the Army student who has demonstrated the greatest determination and courage.

Winners:
 79(Short) DEFTS: Major J K Mahan RAMC
 80(Short) DEFTS: Captain W Bailey REME
 81(Short) DEFTS: Corporal M L J Kovacs
 82(Short) DEFTS: Course cancelled
 83(Short) DEFTS: Not awarded
 84(Short) DEFTS: 2nd Lieutenant M J Sandbach AAC
 85(Short) DEFTS: Course cancelled
 86(Short) DEFTS: Not awarded
 87(Short) DEFTS: Corporal S M Faulkner
 88(Short) DEFTS: Sergeant SC Robinson

CENTRAL FLYING SCHOOL TROPHY WINNERS

The Gross Trophy is awarded to the student who achieves the highest aggregate marks in Ground subjects.

Winners:
 Main FW Course:
 404 CFS Flight Lieutenant R M Lees
 405 CFS Flight Lieutenant T J Philpot
 406 CFS Flight Lieutenant I Percival
 407 CFS Flight Lieutenant I K H Lakin MEng

The Bulldog Trophy is awarded to the Tutor student on each course who has achieved the highest aggregate marks.

Winners:
 Main FW Course:
 404 CFS Flight Lieutenant D I T Clarke BSc
 405 CFS Flight Lieutenant R J Tomala BPharm
 406 CFS Wing Commander M K Falvey
 407 CFS Flight Lieutenant A D Preece

The Bulldog Cup is awarded to the student on each course who is judged to give the best solo aerobatics display on the Tutor aircraft.

Winners:
 Main FW Course:
 404 CFS Flight Lieutenant D I T Clarke BSc
 405 CFS Flight Lieutenant G P Walker
 406 CFS Wing Commander M K Falvey
 407 CFS Flight Lieutenant A D Preece

The Hawk Trophy is awarded to the Hawk pilot who achieves the highest marks on the flying phase of the course for both flying ability and instructional technique.

Winners:
 Main FW Course:
 404 CFS Not Awarded
 405 CFS Flight Lieutenant T J Philpot
 406 CFS Squadron Leader A M Lauder BSc
 407 CFS Flight Lieutenant R A Caine

The Hopewell Trophy is awarded to the Tucano student who achieves the highest aggregate marks on the flying phase of the course for both flying ability and instructional technique.

Winners:
 Main FW Course:
 404 CFS Lieutenant Commander M Whitfield RN
 405 CFS Not Awarded
 406 CFS Flight Lieutenant I Percival
 407 CFS Flight Lieutenant R J Saunders BEng

The Central Flying School Trophy is awarded to the course member who achieves the highest overall standard in both ground and air work.

Winners:
 Main FW Course:
 404 CFS Lieutenant Commander M Whitfield RN
 405 CFS Not Awarded
 406 CFS Squadron Leader A M Lauder BSc
 407 CFS Not Awarded

The Clarkson Trophy is awarded to the best Tucano aerobatic pilot on each course.

Winners:
 Main FW Course:
 404 CFS Not Awarded
 405 CFS Not Awarded
 406 CFS Flight Lieutenant I Percival
 407 CFS Flight Lieutenant S D Kimberley

The Inspector's Cup is awarded at the completion of the Royal Air Force Recruiting Course to the student who made the most significant contribution to the course.

Winners:
 502 Course: Flight Lieutenant T C Page
 503 Course: Flight Lieutenant C R Skaife
 504 Course: Corporal E L Morton
 505 Course: Flight Lieutenant A J Morris
 506 Course: Sergeant R Wheldon

The Instructors' Plate is awarded to the student who has made the biggest overall improvement whilst on the course.

Winners:
 502 Course: Corporal L Thomas
 503 Course: Sergeant A E Findlay
 504 Course: Sergeant Mortimer-Hampson
 505 Course: Corporal R Brentnall
 506 Course: Corporal P Guard

No 37 AEROSYSTEMS COURSE AWARDS

The Andrew Humphrey Memorial Gold Medal is awarded to the Course member who is assessed by the staff as having achieved the highest overall standard throughout the Course and made the greatest personal impact upon the overall success of the Course. The award takes into account both academic and personal qualities.

Winner: Lieutenant Commander D L Frost RAN

The Aries Trophy is awarded to the Course member who, in the view of the staff, submits the best personal project.

Winner: Squadron Leader K R Jones

The Royal Institute of Navigation Award is presented to the Course member who is assessed by the staff as having achieved the highest overall standard in the navigation-related subjects of the Course.

Winner: Flight Lieutenant A J Lyle BSc

The Edinburgh Trophy is awarded to the Course member who is assessed by the staff as having achieved the highest overall standard in the computer and communications related subjects of the Course.

Winner: Flight Lieutenant S J Willers MA

QinetiQ Trophy is awarded to the Course member who is assessed by the staff as having contributed the most in the flight trials element of the Course.

Winner: Flight Lieutenant A J Lyle BSc

The Nightbird Trophy is awarded to the Course member who is assessed by the staff as having achieved the highest overall standard in the sensors element of the Course.

Winner: Flight Lieutenant S J Willers MA

The Inspector's Cup is awarded at the completion of the Royal Air Force Recruiting Course to the student who made the most significant contribution to the Course.

Winners:
 507 Course: Sergeant C Doyley
 508 Course: Corporal J Hill
 509 Course: Sergeant C D Brooke
 510 Course: Corporal A P Oldham
 511 Course: Flight Lieutenant C S Hazell

The Instructors' Plate is awarded to the student who has made the biggest overall improvement whilst on the course.

Winners:
 507 Course: Corporal C W Copeland
 508 Course: Corporal T D Vickers
 509 Course: Corporal C I Allen
 510 Course: Corporal M A O'Halloran
 511 Course: Sergeant J C Stanfield

DOUGLAS BADER MAQUETTE UNVEILED

By Gp Capt R I Chambers

This year's Old Cranwellians' Colour Sunday saw a minor change to the Parade that, to any newcomers, would have seemed to be another of those Cranwell traditions whose origins are lost in the mists of time. After the Advance in Review Order and General Salute, the chimes from the bell tower played 'Retreat', in memory of all those Cranwell cadets who gave their lives in service of their Country. A timely reminder in this 60th anniversary year of VE/VJ Day.

As many will know, the bells were generously funded in 1952 by the Shell Group, who wished to commemorate their close association with the Royal Air Force. One of the driving forces behind the plan to install bells into the College tower was Gp Capt Sir Douglas Bader DSO DFC RAF Retd. It was therefore very appropriate that, after this year's Old Cranwellians' Colour Sunday Parade on 19th June, a maquette of Douglas Bader was unveiled in the rotunda by Air Chief Marshal Sir Thomas Kennedy GCB AFC RAF Ret'd, President of the Old Cranwellian Association.

The 2 foot bronze maquette (or model) is a remarkable likeness of Sir Douglas and shows him standing on the wing root of a Spitfire with a section of engine cowling behind him, as portrayed in a well known photograph of him standing on the wing of a Hurricane. The model is now mounted on the west wall of the rotunda under the plaque that records the installation of the bells.

The maquette was sculptured by Vivien Mallock, who is well known for her military sculptures, and this model was originally submitted in a competition for the full size statue of Sir Douglas Bader at Tangmere. Although not chosen, it is an excellent sculpture and was obtained by a generous contribution from the Mess members of College Hall Officers' Mess.



So now, as visitors stop to view the maquette, their eyes will also be drawn to the plaque that reminds everyone that the bells are a daily reminder of the gallantry and sacrifice of Old Cranwellians who gave their lives. The 'new tradition' of playing Retreat during the Old Cranwellians Colour Sunday parade will emphasise the debt we owe.

*'You hear the solemn bell
 At Vespers when the oriflames are furled.
 And then you know that somewhere in the world
 They think of you.'*

OPERATIONAL FITNESS TEST

By Sqn Ldr Jason Chalk

The Royal Air Force Operational Fitness Test (OFT) will be introduced in April 2006 with the aim of developing the effectiveness that the Royal Air Force has on operations by improving physical fitness to carry out core operational tasks effectively. Scientific research has been conducted over the last 3 years to assess the demands of operations and design a series of Representative Service Tasks (RSTs) that will reflect these demands. The RSTs have been refined and trialled during



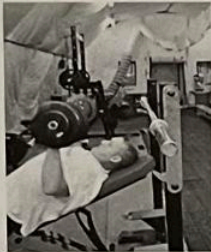
Sqn Ldr Jason Chalk is OC PED Sqn at RAF Cranwell.

tests at major Strike Command units such as RAF Lyneham, RAF Honington and RAF Marham.

All ranks and trades will undertake the test excluding RAF Regiment personnel, who have their own Regiment Operational Fitness Assessment. The test will be annually and direct sanctions will be taken, but not in the first year. The 4 RSTs will be as follows:

1. Single Lift

Lifting an increasingly weighted ammunition box up to a maximum weight of 25kg to a height of 1.45 metres.



2. Repetitive Lift and Carry

Lift a 20kg sandbag, carry and place on a platform 1.1 metres high 30 metres away. To be completed 15 times in a 10 minute period.



3. Fire and Manoeuvre

22 metre run followed by a 3 metre leopard crawl to be repeated 8 times in a 3 minute 10 second period.



4. Digging

Shovel 0.125m³ of sand through a 22cm radius hole at a height of 1 metre in 6 minutes 30 seconds.



Uniform and Equipment

For the test personnel will be required to wear full CS95 uniform with Combat Jacket. The PED Flt will supply the additional kit above on the day of the test except gloves and helmet which will be required.



Impact on Initial Officer Training Course

Whilst there are no plans at present to introduce the OFT on the Initial Officer Training Course, potential officers will need to be prepared both mentally and physically to undertake the test when they reach productive service. Therefore the Physical Training Instructors are designing 'Battle PT' lessons that will deliver a more operationally focused type of fitness training. As officers of the future, cadets must be prepared to lead the way in adopting the 'Warfighter First, Specialist Second' mindset to cope with expected high-tempo deployed operations, which includes the need to be physically and mentally robust.

ANSWERS TO THE CRANWELL STAFF RIDES QUIZ ON PAGE 22

1. Lt Gen Omar Bradley
Commander 1st US Army/12th Army Group, last US 5* General
2. Air Marshal Sir Arthur Coningham
Commander British 2nd Tactical Air Force from Normandy to the end of WW2
3. Wg Cdr 'Johnnie' Johnson
OC 144 Wg 2 TAF, a Canadian Spitfire Wg in D-Day and the RAF's highest scoring fighter ace with 39 kills – never shot down
4. ACM Sir Arthur Tedder
Deputy Supreme Commander to Eisenhower
5. Captain Oswald Boelcke
Mentor of Von Richtofen and an early German Ace – whose picture hangs in the College Library, presented in 1936 by Udet, one of Goering's staff

6. Lord Lovat
Brigadier in charge of British Commando troops on D-Day
7. Maj Gen Stuart-Wortley
GOC 46th Division, a member of the inner circle of King George V (and before the war Kaiser Wilhelm) and the only Divisional commander sacked after the first day of the Somme – his division had the lowest casualties
8. Wg Cdr Peter Squire
OC No 1 Sqn on HMS Hermes during the Falklands War and later CAS
9. Cdr Sharkey Ward
OC No 801 NAS on HMS Invincible during the Falklands War and a critic of RAF involvement, particularly the 'Black Buck' raids
10. Wg Cdr 'Willie' Tait
Commanded 617 Sqn on the Tirpitz raids and was awarded the DSO & 3 bars and the DFC & bar in completing 100 bombing missions. A Cranwell Cadet, his portrait hangs in College Hall.

ETHOS AND HERITAGE

By Flt Lt Ian Hazzard



Flt Lt Ian Hazzard is an instructor at OACTU and will be a Flt Cdr on Course 2.

Over the last 85 years the RAF has developed a unique and strong ethos. The ethos is an amalgam of many different ingredients – the values of the Royal Flying Corps and the Royal Naval Air Service, inherited military structures, specialist technical skills and the courage needed to fly. These elements were drawn together and given credence by early leaders such as Trenchard and Slessor. Since then, the achievements of the RAF and its personnel have further refined and developed that ethos and heritage. The inclusion of contractorisation to the make-up of the new lean, flexible approach to expeditionary warfare has insidiously diluted and eroded some of the ethos and heritage of the RAF. Thankfully, this dilution has not been irrevocable and in light of the Air Force Standing Committee Paper on RAF Ethos May 2002, a strategy has been enacted to reaffirm our heritage, ethos and core values, in the context of the moral component of fighting power. The inculcation of ethos and heritage will be facilitated using a mechanism that falls under the 3 headings of: strengthening the foundation, creating the right environment and meeting the leadership challenge.

Creating the Foundation, the Right Environment and Meeting the Leadership Challenge

The RAF College Cranwell has sought to meet the challenge using some traditional and some highly innovative methods and by revising modules, such as the Beliefs and Values Programme. The new 32 week course at RAFC Cranwell is a dynamic response to all 3 headings, but particularly the last of the 3 mechanisms: meeting the leadership challenge. Within the Course other strategies have been emplaced to affirm the College's strong affiliation to the RAF's Ethos and heritage.

The successful development of the RAF Ethos and Heritage starts with the creation of a firm base, the foundation upon which the officers of the future will augment in their future service. Getting the foundation right is essential before it can be

strengthened. In order to clarify the historical and doctrinal link, as taught by the Lecturers of King's College, London, a new and novel use of contractorisation in itself, the College has re-associated its training squadrons in order to remind the new recruits of those Victoria Cross holders of the RAF. Hence, the demise of the current squadron associations and the articles detailing "the last dance of the Dragon" etc within this Journal.

The Tiger, the Dolphin and the Dragon have disappeared into the history of the College. This determined approach to immerse, emphasize and educate the cadets as to their heritage, is collated by associating B,C and D Squadron with Flight Lieutenant J Nicholson, Flight Lieutenant D Lord and Flight Lieutenant J Cruickshank, respectively. This association is a vehicle to educate and create an understanding, hunger and interest in the heritage of the RAF. Each of the Squadrons' seminar rooms has been themed and named according to the geographical location of the combat, the aircraft flown, the RAF Command and the VC winner. Consequently, the seminar rooms for C Squadron are named; Arnhem, Dakota, Transport Command and Flight Lieutenant Lord. The rooms will be correspondingly themed inside and left to the cadets of the squadron to research, design and decorate. During the Course the cadets will be able to build on their educational and attitudinal development with visits and staff rides to various museums and heritage sites across the country.

Ethos and heritage are already a key part of an officer's training at the Officer and Aircrew Training Unit (OACTU) and many other aspects have been embedded into the new Course. The RAF College has squarely matched up to the challenge set before it by the Royal Air Force Standing Committee in May 02. The revision of formal training has helped the cadets to acknowledge their responsibility to carry forward the ethos and heritage of the RAF. The RAF is strong in the kind of virtue that propagates its tradition but, with so many external demands being made upon it, will there always be a custodian to propagate such values? Consequently, one may still question, without such a guardian upholding all the virtues, whether the tradition is safe.

IN MEMORIAM

We record with regret the passing of the following Cranwell Graduates whose deaths were notified to us during the last year:

Air Cdre	G McA	Bacon	52 Entry, A Sqn	08 Feb 05
Gp Capt	D A G	Bremner	92 Entry, C Sqn	18 Aug 05
Gp Capt	P	Carter	66 Entry, B Sqn	11 Apr 05
Flt Lt	E C	Chater	195 IOTC	29 Oct 05
Flt Lt	N C	Finn	157 IOTC	16 Apr 05
Flt Lt	M R	Jarvis	146 IOTC	20 Mar 05
Wg Cdr	P H	Lewis	57 Entry, B Sqn	28 Mar 05
Sqn Ldr	P B	Marshall	125 IOTC	30 Jan 05
Sqn Ldr	P S	Martin	71 Entry, A Sqn	28 Sep 05
AVM	C S	Moore	29 Entry, A Sqn	26 May 05
Sqn Ldr	R A	Parfitt	55 Entry, A Sqn	25 Aug 05
Gp Capt	J	Robertson	46 Entry, A Sqn	17 Jan 05
Air Cdre	D C	Robinson	49 Entry, D Sqn	18 Sep 05
Flt Lt	A P	Smith	187 IOTC	30 Jan 05
Flt Lt	D K	Stead	126 IOTC	30 Jan 05
Air Cdre	W C	Taylor	Commissioned 1942	

CADET REFLECTIONS



A SQUADRON 2005

By *Acr Cdts Howard and Searle*

NCAIT is the primary course undertaken by all Non-Commissioned Aircrew (NCA). The course lasts for 10 weeks and aircrew cadets pass out with the rank of Acting Sergeant. The course is very compact and demanding and is designed to give the cadets a foundation in the skills required to be a credible SNCO in the RAF which in other trades can take many years to attain. As part of the training they undertake several activities to aid in their development. These activities include a project weekend, a resource and initiative week and a visit to London taking in St Clement Danes, the RAF Church, and the RAF Museum, Hendon.



Acr Cdt J O Howard is training to be a WSOp and is on No 225 NCAITC.



Acr Cdt A P Searle is training to be a WSOp and is on No 225 NCAITC.

All activities throughout NCAITC are organised and run by nominated cadets as part of their development. These leads are a very important aspect of the training and assessment. Working from terms of reference (TORs) provided by the Directing Staff (DS), the event IC is responsible for making all necessary arrangements. Tasks undertaken by the IC include: delegating appropriate tasks to other members of the course as they see fit, transport, equipment and ensuring the smooth running of the event itself.

Project Weekend (Week 2)

The NCAITC carry out a project weekend at the end of the second week. Its purpose is to assist in bonding the course together early on whilst at the same time doing something worthwhile in the community. Course 225 this year took on the challenge of rejuvenating a local school's conservation area and improving various other areas of the school grounds.

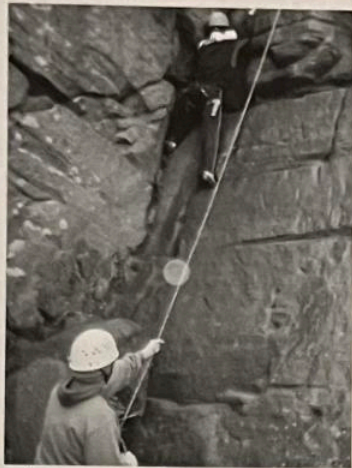


The primary task was to clear out an old pond and replace the split liner. Three further tasks needed carrying out, these were laying a path to the pond, gravelling a section of the school front and tidying up a flower bed. Work started at around 0900 on Saturday and the day ran fairly smoothly, the weather was on our side and spirits were high. We finished work at around 1700 and headed back to Cranwell to get ready for the project weekend night out. The course were joined by the Course Commander for a typical lads' night out to celebrate Acr Cdt Macleod's 28th birthday, that somehow involved a tiara and earrings! Understandably, the next day started slightly later and less highly spirited than the day before, however we soldiered on, up until just before lunch when Acr Cdt Lee upset a wasps nest with a half moon hoe. The ensuing drama gave many of us sharp pains as our sides split at the sight of Acr Cdt Lee running around and stripping off to get wasps out of his clothes. Four wasps were later found in his boot. Other courses this year have done such things as rebuilding a Neolithic cairn, constructing a bridge on the ranges at Otterburn, and on more than one occasion carrying out maintenance and gardening at Rothbury House, a RAFA house that caters for both permanent residents and a number of short term guests. Rothbury House is one of A Sqn's nominated charities, for which it regularly raises money.

Resource and Initiative (R & I) Week (formerly week 4)

R & I was removed from the programme due to cost and time restraints and has now been replaced with navigation training in the local area. However, it used to be a four day package of exercises which took place in the fourth week of NCAIT. The package was designed to develop navigation skills, encourage teamwork and test the cadets' courage and determination. Day one involved instruction on basic navigation, briefing and team leading. Day 2 was the navigation consolidation day designed to build confidence in map and compass work. The last 2 days were the adventure training phase with activities on offer including rock climbing, caving, canoeing and mountain biking: During Course 220 many people discovered sports they would like to take up in the future, Acr Cdt Pringle and Wadson particularly enjoyed the Mountain

Biking, racing down the hills like madmen. At the other end of the scale Acr Cdt Cabot, a mountain goat on the way up the hill, could be seen, fear in his eyes down hilling very slowly. Despite the time of year the weather was generally good however, the ground was very muddy which I think added to the fun. Canoeing is not a sport many people look forward to in January when the maximum ambient temperature is 3°C, but their usual high level of enthusiasm, most managed to stay in their Canadian canoes for the lesson, only Acr Cdt Dowds taking an early, rather fresh, bath. It was a surprise for many when at the end of the lesson we started extreme cross training combining canoeing with circuit training. Two cadets sat on the side rails of the canoe facing each other, they then began sit-ups dunking their heads in the water with each repetition. It was not long before Acr Cdt Turner and Wadeson rolled their canoe. In a foolish act of teamwork the rest of the group joined them in the water. This part of the course was a great way for individuals to experience something new and for the course to bond as a team. Sadly, course 222 was the last course to undertake R & I week.



who have gone before us. Once we finished at the church we moved onto the RAF Museum Hendon. This was a good opportunity to browse the museum in our own time and without a set programme, it allowed us to focus on the parts that were of interest and was a great way to learn more about our heritage as a nation and as an air force. We were feeling particularly generous by this point and were keen to assist the museum by purchasing generously priced refreshments in one of the 3 cafes. After a couple of hours at the museum we re-boarded the coach for the fight out of London back to RAF Cranwell still managing to just about muster enough energy for one last nap.



London Visit (Week 6)

The London visit includes a trip to St Clement Danes, the RAF Church and the RAF Museum, Hendon. The purpose of the visit is to introduce cadets to the history and heritage of the RAF and also to instil in them a sense of pride for the courage of former members of the RAF. We started early with a coach ride to St Clement Danes in Central London. The course being relatively resourceful, made the most of this good opportunity to catch up on some sleep. Once we arrived we were given a brief history of the church by one of the stewards and were greeted by the resident Padre over tea and biscuits. We were then given the chance to roam the church and admire its architecture and history, such as the books of remembrance and the bomb scars up the walls. Given the time of year course 225 attended, which was the day before Remembrance Day, the time spent at St Clement Danes was particularly solemn and it was a good chance for us to reflect on the commitment we had made and the sacrifice of those



Conclusion

Over the course, these activities have given the Aircrew Cadets of courses 221 through to 225 the opportunity to develop their teamwork and leadership skills. At the same time we have been able to give something back to the community and expand our awareness of RAF culture and ethos. The course has changed with the removal of R & I week and the addition of the London visit, enabling a more focused approach to producing the NCA of the future.



B SQUADRON

NO 214 IOTC 6 FEB – 22 JUL 2005

By Student Officer Paul Tolley



SO Paul Tolley graduated from B Sqn on 22 July 2005 and is training for the Fly(P) Branch.

B Squadron, 214 IOT. The last of the Tigers, and a very unique course. The 24 week IOT course has been a long and individual journey for every cadet and this article will take you through some of the defining moments and events that made 214 IOT such a special course. Everyone has had their own ups and downs, but the Squadron has developed its own style and spirit as the period has progressed due in part, no doubt, to the small size of the cadet body, the characters within it and the Directing Staff.

During Basic Phase we became renowned for not being able to get things right first time, whether it was uniform, block inspections or saluting officers. The culmination of this was a 'Change Parade' on the Wednesday lunchtime of Week 3. For those not in the know, a Change Parade involves the entire Squadron changing from greens into blues, then into PT kit, civilian clothes and back into greens, each within the space of 3 minutes, before having a one-way conversation with the Regiment Training Squadron Training Officer on the Parade Square, with the added bonus in our case of driving snow. As a consequence, a very late night followed as cadets attempted to resurrect their inspection lockers from clothes strewn across the room. Many of us were sceptical when it was briefed that a Change Parade was "not a punishment but a training aid", but the truth of it was that it worked. The next day we were smarter in both dress and deportment, and looked more like a military body. It was a turning point for 214 IOT, and things slowly began to pick up from there.

Once we had overcome the hurdle of Basic Phase and moved onto B Squadron, it swiftly became clear that the size of the Squadron did not mean we had less character or spirit than other Squadrons. Nowhere was this better seen during those initial weeks as Tigers than in competition against C Squadron during our first inter-Squadron sports afternoon.

Despite some dubious tactics from the 'Dolphin' teams, such as practicing, we managed to force the afternoon into a tied lead before the final event, known as Superstars. In this event a selection of fine athletes are pitted against each other in a relay race of strength and endurance, encompassing everything from sit-ups to step machines, with the first team to the podium taking the trophy and the glory. Or at least that is how it is supposed to work. In this instance C Squadron ended up walking away with the trophy by a matter of mere seconds, but it was the Tiger Squadron Commander, Squadron Leader John Jackson, who exited the hall with a smile on his face. He had just watched his Squadron, despite being heavily outnumbered, not only come very close to victory but also drown out the cheers of the Dolphin supporters. This was perhaps the first occasion at which the very unique and colourful spirit of the 214 Tigers was shown, although it was certainly not the last.

Outside of the Leadership Phase of the course with its routine of classroom lessons, practical exercises and PT there was still time for several social and sporting events and our Sports Committee came up with the novel idea of a Dodge Ball tournament for an evening's merriment. A minor American sport made famous a couple of years ago by the film of the same name, Dodge Ball involves a team of 5 throwing something akin to a volleyball at the opposing team to try and eliminate opponents by hitting them. With flights competing in fancy dress ranging from Teenage Mutant Ninja Turtles to fairies the night was a resounding success, ending with 10 Flight being declared the winners and more importantly, the 6 Flight cheerleaders winning the fancy dress competition. The tournament was one of the first events to be reported in the Tiger Times, the new B Squadron fortnightly newspaper which has kept Squadron members abreast of news, events and gossip throughout the Course. Credit must go to all the committees and their members for making the course so successful outside the learning arena: being such a small squadron cadets ended up with several secondary duties and tended to take to them all with a passion.

Field Leadership Camp (FLC) passed with the usual long distances, wounded pilots, radioactive isotopes (which always seemed to be unnecessarily heavy), pine poles and shark-



infested custard. The FLC dinner was a merry affair, due in part to the modest amounts of alcohol consumed but mostly to the sheer exhaustion of the cadets when combined with that alcohol. It was sad to lose some of the most colourful characters to 215 IOT after FLC, with our loss of 12 cadets being very definitely their gain. We are proud of the philosophy "Once a Tiger, always a Tiger" and maintained close links with those cadets throughout the second half of the course.

The 2 weeks after FLC were laden with social events, from a training Dining-In Night during which a senior officer's glass was smashed from his hand with a pole that had just snapped in half as a result of an over-exuberant Tug-O-War, to a Mid-Course Reception and party which lasted until around 4.30am. The charity Stars In Their Eyes night saw some good, bad and just ugly performances from members of the Squadron and the competition ended with a victory for Officer Cadet Jo Whalen singing Perfect by Fairground Attraction. The auction, bar profits and raffle raised nearly £2500 for the 2 Squadron charities, Canine Partners for Independence and Hazel's Footprints Trust, an amazing total from fewer than 70 people, and it was hoped that over £4000 would be raised by the end of the course. Entertainment during the evening was provided by the resident Squadron band, Direct Moulded Soul, along with karaoke for the less musically-gifted.

After the merriment of so many social events, the Tigers began to settle into Academic Phase and Week 17: Exam Week. With 1 week to go, things were not looking hopeful for the dreaded Operational Studies (OS) exam. In fact, things were looking so dismal that members of B Squadron staff were taking bets on how many would fail! Who the optimist was that won the pot was never disclosed, but after a week-end of cramming, 214 IOT became the first course in at least 10 years to have a 100% pass rate for the OS exam, a feat that was repeated during the Essential Service Knowledge exam later during the week.

After the 3 week Carousel Phase attention was turned to Exercise PEACEKEEPER, the final challenge of IOT and a culmination of 21 weeks of teaching and learning. As a small squadron the shift pattern was changed to two 8-hour shifts per day with 8 hours off, rather than the traditional 12 on, 12 off pattern. The resulting loss of time off-duty was taken well by the Tigers, with a strong sense of teamwork helping leaders and teams alike to get through the days in good spirits. Nowhere was this better seen than when ENDEX was declared 24 hours early as a result of the London Underground bombs on 7th July 2005. Squadron members came out of scenario to meet a rapidly unfolding series of events and the possibility of being deployed in support of increased security measures. In the end this did not occur and we returned to RAF Cranwell for our final assessed event: the aptly-titled Ultimate Challenge. This race involves each flight running around the North Airfield collecting equipment with which to build a chariot before transporting it 9km around Cranwell and then completing a 3.2km individual best effort run. The top 5 run times are added to the chariot race time to find the winning flight time. Determination and teamwork once again came to the fore, and when Group Captain Chambers announced the results it emerged that 4 of the 6 flights competing had broken the previous record with 9 Flight winning in a time of 2 hrs 49 mins, over 5 minutes faster than the previous record.

So there it is: a picture of B Squadron, 214 IOT, the last of the Tigers. The resounding theme from the Directing Staff has been the uniqueness of the Squadron, and its development from an average squadron to a determined and motivated team which has set several firsts and records throughout the course, no mean feat in view of the size of the Squadron. We are very proud of what we have achieved, and look forward to carrying these accomplishments forward into the wider RAF.



C SQUADRON**NO 216 IOTC - 29 MAY - 24 NOV 2005****THE LAST OF THE "OLD" SCHOOL****By Student Officer Gerard Shaw**

SO Gerard Shaw LLB graduated from C Sqn on 24 November 2005 and is training for the Fly(P) Branch

On the 24th November of this year, over two decades of RAF history will come to a close with the graduating cadets of 216 IOT marching through the famous front doors of RAFC Cranwell. The 24 week IOT course undertaken by us and many others before us will cease, and in its place will arise a new, 30 week course. It will be a challenge for the planners of the new course to sustain the challenges we have faced and are yet to face in this, the last of the old style.

those slipping beneath the prescribed standards! Not all the initial training was given by the Directing Staff, however; we have learned many lessons through our own endeavours: one cadet teaching us that not only is Sprite an unsuitable filling for irons, but also that superglue is wholly inappropriate for retaining creases in our newly ironed uniforms. Finally, despite the broadly fit standard of the course, extended periods were spent in the gym, pool and running round the north airfield of Cranwell, beginning our attempts to prepare ourselves physically for the rigours later in the course; in particular, the Field Leadership Camp.

An inescapable element of IOT is that wherever in the course you may be, there is always a forthcoming assessment or examination to put pressure on you and concentrate your mind towards the next set of goals. The first of these were the Basic Phase exams and practical tests, and there was suitable relief for all concerned upon successful completion of these, as well as the suitable reward of being moved onto Squadron and receiving the blue coloured tabs of our C Squadron.

It all began in some distant day back in May, with the arrival of approximately one hundred cadets heralding from the far southwest to Scotland. Various acquaintances from the selection boards and Familiarisation Visits were re-made. We were then separated into the small flights that would be our 'home' and launched into the first basic phase. This phase broadly equates to the Common Core Skills course, involving weapon drills, theoretical and practical first aid as well as a heavy militarization aspect through the use of regular inspections of both kit and rooms. Emphasis was also placed upon several key military doctrines, particularly the use of the chain of command; several unfortunate ex-rankers endeavouring to cope with the younger cadets unschooled in such comprehensive communication skills. Use was occasionally made of "training aids" such as Show Parades and Restrictions to aid

Immediately, the challenges of Basic Phase forgotten, the ominous challenge of the Leadership Phase and ultimately FLC entered the cadets' minds. Having been re-flighted following the Basic Phase, the first hurdle was to bond with our new flight members. Various teamwork exercises have been developed in order to expedite this process; the most interesting two being the blind backwards fall from height into the arms of our new flight members, and the individual trust exercise: don a blindfold, and sprint undaunted towards a solid concrete wall, trusting your new team-mate to call out "stop"





in time. Perhaps unsurprisingly, some cadets were hesitant to co-operate quite so willingly/recklessly with their new peers, but the exercise proved invaluable for developing the necessary trust needed for the leadership phase, and we were assured that come graduation, the shared tribulations of the course would mean that we would indeed trust one another sufficiently to run undaunted towards the wall. Whether this will actually be tested remains to be seen!

The practical leadership exercises prior to FLC done, the cadets were bussed to Otterburn for their next major test. Although assessment had been carried out prior to this, Otterburn was where it counted, and over the 8 days of log-carrying, tripod building, navigation, bridging and code-breaking the cadet body was tested to its limits both mentally and, in particular, physically. Many a cadet would have been grateful for the 12 previous weeks' worth of PT! Morale in the camp remained high throughout though, particularly with the mercifully dry weather (a fact for which I remain thankful.) On completion of all exercises, the cadets were able to relax briefly at the FLC dinner; the alcohol on the night causing an unusually disproportionate response following the rigours of the previous 8 days.

The elation after the successful completion of the leadership phase soon subsided with the realisation that the academic phase was upon us, and, in particular, the Operational Studies and Essential Service Knowledge examinations. With various Oral



Communications lectures and presentations to be prepared, committees and Dining In nights to attend, as well as myriad social functions outside the IOT programme, revision time was at a premium, and the stress levels of the cadets rose proportionately to the decreasing amount of time before the exams in Week 17. Happily, the exams were largely successful.

On completion of the academics the course began a three week "Carousel," rotating between a week's adventurous training in Grantown-On-Spey, a week attached to an RAF station, and a week comprising two days' counselling training with RAF padres in Ampert House in Hampshire and three days on a Station Management Simulator back at Cranwell. Perhaps more than any other training, these three weeks proved to be of obvious application to the jobs we will be paid to do in the RAF, and highlighted the far greater magnitude of responsibility we will face having left Cranwell. Indeed, the difficulty of the training will not cease to rise once past IOT; my eye-opening (and ear-busting, to my colleagues' amusement) experience of a tail chase in a Tucano during my visit to RAF Linton-On-Ouse making it only too clear that my pilot training will hold new and greater challenges.

So for 216, the final hurdle awaits: Peacekeeper. Although ominous in itself, and undoubtedly warranting the effort that has got the course thus far, it is but one stage in the process of becoming an officer, and when the doors shut behind the last cadet of the last course, our job really begins.



D SQUADRON**NO 215 IOTC - 3 APR - 29 SEP 2005****THE LAST DANCE OF THE DRAGON****By Student Officer Toby Steward**

SO Toby Steward graduated from D Sqn on 29 September 2005 and is training for the Ops Spt (Regt) Branch.

Lock up the offices on the top corridor; the Dragons have left the building. 'D' Sqn's last cadets in the guise of 215 IOT graduated on the 29th September and did so in some style. The graduation parade itself, lauded as one of the very best of recent years, encapsulated, as drill should, so much more: the pride, the attitude, the swagger, and most of all the determination of the whole Sqn. It is worth stressing from the outset that from the beginning this was no ordinary D Sqn. It was a Sqn that had no time for dwelling on the reputedly poor performances by previous D Sqn's,

while at the same time wanting desperately to leave its own positive mark, and a lasting legacy as such. This is the story of the last 'D' Sqn.

It never fails to amaze me how different places can become after initial impressions. And so it was that the windy barren parade square of No1 Mess that had seemed so enormous on our familiarisation visit shrank quickly to be our home, for the first eight weeks. We took our first tentative steps of drill there, most of us very much the military fledglings learning to walk.

Basic Phase passed swiftly though, thanks in part to the myriad of lessons, covering Weapons Training, First Aid, NBC, Drill and PT, but thanks also to the weekend break spent in Breda, Holland, where about 15 members of Course 215 competed in the Inter-Collegiate Games, representing RAF Cranwell in sports including swimming, cross-country, rugby and the Dash. Returning home, weary yet happy, our next weekend could not have been any more different as we were treated to the joys of the Respirator Test Facility at RAF Digby. Coughing and spluttering our way into Week 4, the cadets all took part in short tests, covering the Common Core Skills which we had learnt so far, and spent 2 nights bivvying out in Reeve's Plantation. It was here that we enjoyed our first taste of 24 hour Ration Packs and pledged our allegiances to either the Brown corner or the Fruit corner when it came to scrounging extra biscuits.

It was not impossible but it was testing, and there was something for every person, every week at least, that was challenging, and the glow of a satisfaction that you can only achieve from completing something that even if only for a split second one might not have thought possible. For some it might have been surviving those damp nights in the dense forests of Reeve's Plantation, for others the deceptively high diving board in the pool. It might have been the final straw-4 hrs night sleep after wrestling with ironing and bulling shoes, a good time on a gut-busting mile and a half effort, or perhaps even learning to love CS gas!

D Sqn never saw one of the dreaded and much talked about change parades; the bogey monster of Basic Phase, but few people will forget the sight of our colleagues show parading their room chairs early one morning in May. I for one though will miss the extraordinarily close little communities that can only be formed in such tight and sparse surroundings, which along with the warm and welcoming mess staff really make those formative few weeks.

With a complete reshuffle of flights we were introduced to our flight commanders for the next stage of the course and the 'D' Sqn corridor. Once we had all mastered the art of entering a room and saluting with out mishap (banging one's hand on the door frame for example), the course moved up another gear and we were off, into the leadership stage. Room inspections continued apace, but the benchmark now was higher, and we set ourselves the goal of making the name of D Squadron one to be proud of. Through Group Dynamics, Leadership training and 2 Navigation exercises we rapidly progressed through the training, forming bonds which were to stand us in good stead for the more trying moments still to come. These bonds were further enforced by social events, such as each Flight's participation in a 24 Hour Charity Drillathon, and a good indication of the DS' dedication to mentoring the cadets through to Graduation could be seen when Flight Commanders opted to join their Flights on a freezing cold Parade Square at 3am on a Saturday morning, rather than stay tucked up in bed as they could have done.

Leadership Phase continued with 2 weeks of UPEX on the North Airfield and some weird pine pole constructions could be seen, as cadets struggled to cross shark-infested waters.



and minefields. This was followed by APEX 1 at RAF Cranwell and APEX 2 at Proteus Training Area in Sherwood Forest, during which the intensity and difficulty of leads increased, but the resolve of the cadets never diminished. We left for FLC confident in each of our abilities to save the day at least three times in a day, for extended periods.

It was during this part of the course that D Squadron discovered their love of winning all things sport-related, beating B Squadron in the Inter-Squadron games not once but twice, and winning the College Dash Trophy. Cadets from D Squadron also took part in the Old Cranwellian's Weekend, playing a variety of sports on the Saturday and parading on the Sunday before the church service in St. Michaels. They received much praise for their efforts, especially since they had to leave for FLC at Otterburn immediately after the parade.

Unfortunately an apparent intelligence leak meant that our deployment to Otterburn was compromised, and demonic savages were waiting to ambush us as we got off the bus. No, nothing to do with the Belgian Army we were to share the camp with (interesting looking as they were with their many strange beard combinations), but rather the far more coordinated attacks of the fiendish summer midges of Scotland. FLC brought many more challenges of course – physical and mental tiredness, and the strain of some pretty intense exertion in very hot temperatures. As an acclimatisation exercise for work in the Middle East it was perfect.

A dozen members of Course 215 were lost to R-Flight, but they have subsequently passed FLC second time round and are looking forward to graduating with Course 216. After FLC came the academic phase and a whole host of social functions. D Squadron enjoyed the Training Dining-In, Partners Day and the Mid-Course Function, dancing away at the disco until the early hours. Our Back-to-School Karaoke Night was enjoyed by all and the sight of OC D Squadron singing Sonny and Cher's 'I Got You Babe' with the Squadron Adjutant was worth the entry fee alone. But it was not just informal events that we participated in - twenty cadets attended the VJ Day services in Lincoln Cathedral and I myself was afforded the privilege of reading one of the lessons that day.

The fierce attitude with which we won our first inter-squadron games has set us off on a roll of success, the feeling of which fed back into the whole Sqn infectiously. Our impressive Grand slam of inter-squadron games was no accident. Even

when 'up against it' facing a far larger and extremely strong 'C' squadron in our final tournament, we still powered to another win.

After the mental strain of OS and ESK exams, and a well-deserved two week break during Block Leave, we moved onto Carousel, 3 weeks of Adventurous Training at RAF Grantown-on-Spey in Scotland, the Station Management Simulator at Cranwell, and Station visits which ranged from RAF Aldergrove to RAF Uxbridge, to, wait for it... RAF Digby.

The very real mystery element to our final hurdle, Ex PEACE-KEEPER, was what to expect. Was it a DW exercise? Was SO (dev-flight) Palik going to be hounding the gates as our simulated refugee? Was it going to be utterly exhausting, and most importantly, were we going to get to fire lots of 'blanks'? The answer; that it was such an enjoyable and absorbing exercise, in which one forgot almost instantly about any apprehensions regarding our qualifications to be in the driving seat of a Peacekeeping mission. Thrown right in, but with the subtle support of the DS, and the less subtle direction of the RTS, one soon felt entirely believable as an OC Engineering responsible for the servicing of Harriers with deadlines for very real missions, or issuing tactical orders in the event of an ambush as a commander on the ground.

One morning's duty Combined Incident Team were lucky enough to lead an assault on CHOM, 'bomb-bursting from the back of a Puma. The chilling sight of seeing colleagues streaming over the bank through simulated gas down to the air-raid shelter, silhouetted by the moonlight, wrestling half asleep with respirators was a powerful experience to remind all of us of the relevance of our NBC lessons. The confidence with which people left, the vast majority having consolidated so much of what they had learnt over the last 6 months during their leads, was clear. D Sqn were ready to overcome Ex ULTIMATE CHALLENGE and take their privileged places on the Graduation Parade Square.

To return to benchmarks far less tangible than the results of any one event, the feeling of being on D Sqn has been something special. From the very first week, long before the Sqn's motto of 'Determined' was etched into the consciousness of all of us, the unspoken attitude of our Sqn was just that – Determined; Determined to leave a legacy as the best 'D' Sqn ever, Determined to help each other, and Determined now to meet the exacting standards required of a Junior Officer.

SPECIALIST ENTRANT AND RE-ENTRANT (SERE) COURSE

By Rev (Flt Lt) Ruth Jackson MA (Cantab) BA



SO Ruth Jackson MA (Cantab) BA graduated into the Chaplaincy Branch from 285 SERE on 29 September 2005.

What do you get if take 14 doctors, 1 vicar, 3 nurses, 1 RAF re-entrant and a dentist, throw them all into eight intensive weeks of training at OACTU and then unleash them out into an unsuspecting world? The answers could well be many and varied, but in the case of 285 SERE the correct answer is 19 Flight Lieutenants and a Squadron Leader....

The SERE course is a condensed version of the main IOT course, which is specially designed for those who come into the RAF with specific profes-

sional qualifications, or who have previously held a commission in the Armed Forces and are coming back into the fold. Obviously time constraints mean that a lot is asked of the course members, and some aspects of IOT have to be reduced, or even in the case of weapons training, missed out altogether. These elements will however be covered at a later stage, and the course certainly isn't an easy ride!

There is in fact quite a substantial amount of integration between SERE cadets and the main IOT squadrons, especially in the second half of the course. 285 was the last SERE course to run before the new course format comes into play next year. We were therefore privileged to deploy alongside C Squadron for the last Field Leadership Camp (FLC) of the current IOT system, at Otterburn. We were extremely proud as a course of our positions (2nd and 4th) in the 'Pilot Down' exercise, although we were constantly told that it was *not* in fact a race.....

The hectic pace of the SERE course was then brought home to us, as we then had only three days back in the classroom to draw breath, before deploying with D Squadron on Exercise Peacekeeper. This is an exercise based on a peace-keeping operation in the Balkans, and provided us with many new challenges and a very steep learning curve, but also many new friends from D Squadron.

There have been some great highs and some deep lows on the course, not least the disappointment of losing members of the course to injury and further training. Some of the highs were shared by all, others were more personal moments of triumph, however, for some inexplicable reason, getting to Burger King on the way back from FLC, appears to have been a fairly universal high! On a more serious note, being pushed

outside of our professional comfort zones, and facing new and unexpected challenges has been tough at times for all of us. However we leave with a genuine sense of satisfaction and achievement at having overcome all those challenges and a greater confidence as we head off into the wider RAF.

The final two weeks of the course was mainly dedicated to practising our Drill for the graduation parade, at one point even practising in the dark, in order to make sure that we were up to scratch on the big day. By all accounts of those who were watching, it was worth the extra effort, we certainly thoroughly enjoyed the day, and were extremely proud to graduate alongside our friends and colleagues from D Squadron.

COLLEGE SPORT

ROYAL MILITARY ACADEMY SANDHURST (RMAS)

V

RAF COLLEGE CRANWELL

26-27 FEBRUARY 2005

Due to a RMAS Dining-In Night, the RAF College cadets and staff were unable to be accommodated at Sandhurst on the Friday evening, which meant an early start on the Saturday to arrive in good time for what is always the most packed programme of the Inter-Collegiate games calendar.

Cold conditions and snow on the ground set the scene for the Cross Country competition, which was run over 10 km for the men and 7 km for the ladies. Despite arriving at RMAS only 40 minutes before the start of the race, there were some outstanding performances from both the ladies' and the men's teams. In the men's race, Fg Off Dom Sanderson had a fantastic run finishing in second place overall and completing the extremely tough course in 35 minutes 29 seconds. However, despite an excellent team effort, the strength and depth of the RMA Sandhurst team proved too much. The accumulated race times were: RMAS 4hrs 15 mins 28 secs and RAFC 4 hrs 38 mins 22 secs.

In the ladies' competition, Fg Off Becky Griffith once again gave a star performance and finished the 7 km course in first place. Her time of 32 minutes 27 seconds equated to a 200m gap between her and the second placed runner. The rest of the ladies' team put in a spirited effort breaking up the RMAS team, however, they were unable to grasp the victory they were looking for. The ladies' accumulated race times were: RMAS 2 hrs 15 mins 49 secs and RAFC 2 hrs 23 mins 17 secs.

The RAF College swimming team had a really tough time against an exceptionally strong RMAS team, whose members trained together regularly. Despite some excellent individual results, the swimming ended in a convincing win for RMAS, the men winning 43-28 and the women 20-10.

In the rowing, however, the RAF College team had a surprise in store for the RMAS squad. Rowing is not normally an event that is included at Inter-Collegiate Games, so there was a feeling that RMAS had selected this event to play to their strengths. Furthermore, the RMAS selectors must have

thought that the flatlands of Lincolnshire were probably not a hotbed of rowing talent. With some pre-match training at Newark under their belts, the RAF College team was as ready as it ever could be, but the opposition was an unknown quantity. In a spirited performance, the RAF College team rowed hard to beat their Army counterparts 3-1 in the overall match, thanks to some excellent individual and team efforts.

The RAF College has always had a strong squash team that has dominated the squash competition for two years running. Hopes were high that this year's event would go the same way. In the first of the matches, to be played to "Best of Five" games, the number one seed OC David Robinson (EMUAS) saw off his competitor, OC Gareth Kaizer-Hughes, in straight games. Robinson made the match seem effortless with the winning scores 9-3, 9-4, 9-1. Was this the start of a winning streak for RAFC Cranwell? The next 4 matches would tell. Next up was the female of the team SO Arrowsmith (D Sqn 212 IOT). Playing her female opposite number, OC Naomi Ledger, it was apparent from the start who was in the driving seat. Arrowsmith, a recent selection for the RAF team, demolished her opponent 9-0, 9-0, 9-1 making this the most convincing win of the competition so far. After a short break and team talk, the next 2 matches commenced in the hope of sealing victory. The number 3 and 4 seeds started their matches simultaneously; both were to be equally exciting. OC Rob MacMillan, (C Sqn 213 IOT) a former PTI, had a tight match against OC Tom Burne testing his levels of fitness and determination. However, Burne won the match in straight games 9-5, 9-3, 9-4 though the scores did not reflect the effort expended by both competitors. On the other court, Fg Off Ben Westoby-Brooks was also fighting a tough competitor, OC James Townsend-Rose. The 2 opponents seemed well matched in the first game, however, Townsend-Rose continued to improve throughout, dominating the last game. This allowed no foothold for Westoby-Brooks, the result was a win for RMAS in three straight games 9-5, 9-4, 9-1. Last up was the number 2 seed, Fg Off Rich Heap. An experienced squash player, Heap, played against OC Edward Stiles of

RMAS. Heap was unaware that the status of the competition stood at a draw and that victory or defeat rested on his match. Heap delivered a convincing win of 9-2, 9-3, 9-2 against Stiles. The final score was 3-2 to the RAFC Cranwell team. The competition was played with good sportsmanship, and determination to win on both sides.

The RAF College had sent down strong men's and women's hockey teams and the coach was confident that both matches would go Cranwell's way. However, The PEd staff at RMA Sandhurst had other ideas and decided that the matches could not go ahead on the grounds of the light dusting of snow on the artificial sports pitch. It's hard to believe that Sandhurst couldn't track down a few brooms and volunteers with which to clear the pitch and there was more than a hint of suspicion that this was a tactical ploy, particularly given the unbeaten record of the College hockey team. Although some of the hockey players were competing in other events, this was clearly a disappointment to those who had travelled and would not get to play.

There were separate matches for both men's and ladies' football and they were closely fought encounters. Neither side dominated in either match and both games were won by the margin of a single goal. Unfortunately, both results were in Sandhurst's favour, the men winning 1-0 and the ladies 2-1.

And so to the big event! Having lost narrowly in the previous year's encounter on home soil, the RAF College rugby team was desperate for victory against a Sandhurst team undefeated for 6 years. Taking the field with a team filled with County, Divisional and National youth caps the pre-match confidence within the Cranwell team was high. That said, their organisation left a lot to be desired as they strolled out casually with only 15 minutes to go before kick off.

The RAF kicked off in front of a 500 strong predominantly army crowd. Morale was high from the start as the Army's receiver was hit hard in the first of many back row maulings from the trio of Kirkman, Summers and outstanding open-side flanker Hamish Pearson. The scene was set immediately and it became apparent within the first 5 minutes that the game was going to be an intense battle and there was certainly to be no love lost between the teams. A well-placed kick deep into RAF territory gave the army positional advantage after 7 minutes. The army took advantage of a poor RAF lineout which slipped greasily through clumsy RAF hands straight to the army No. 8. A quick pass to the scrum half and their fly half took the emphasis quickly and caught the RAF midfield napping, setting up their full back coming through the line at a fine angle to go in under the posts.

A converted try down after 8 minutes and things were looking bad for captain Colin Bartwicki. However, his words behind the posts inspired the Cranwell pack to stampede in a fashion that a herd of Savannah Buffalo would be proud of. From the kick off they mauled their way ferociously to within 20m of the Sandhurst line. A scrum in our favour gave the front row of Cunningham, Cooke and Lenearts a chance to prove their strength which they duly did, twisting, delving and literally frightening the army off the ball. Swift ball from Bradshaw at the back to Bartwicki at 10 enabled him the time and space to draw 2 of their defenders in the tackle. Nick "Boy Wonder" Monaghan saw the opportunity for glory and supported his Captain with a Serge Blanco-esque running line that left the army standing. A well worked off-load completed the link and the RAF were back on track having

scored and converted their first. Two further RAF tries scored by Keenan and Pearson followed and with 2 of the 3 tries converted, the RAF went in at half time with a 19 - 7 lead.

So, uncharacteristically, the army found themselves trailing to an RAF side, a position the army rarely find themselves in at any level in the game. To their credit they came out fighting in the second half and managed to claw themselves back into contention after a rampant RAFC Cranwell side had dismantled their defence with consummate ease during the first half. Realising Cranwell had the pace and finesse to beat them out wide they reverted to a game of attrition and tight forward play. Although not the most attractive brand of rugby, they ground down the Cranwell pack who at some stages during the second half could just find no answer to the fitness and pace of the Sandhurst forwards. A period of ill discipline also let the side down to the extent that one of the Sandhurst tries came from a succession of 6 penalties against the RAFC. After 25 minutes of the second half they had pulled it out of the bag to lead 26 - 19.

The game was set up for a nail biting finish. By this time the army should have had it wrapped up but a lack of any kicker kept the RAFC in touch. Having been on the back foot for the full second half the RAFC found their second wind and through dynamic rucking play in the forwards and a return to first half form in the backs, Sandhurst were once again heavily on the back foot. The telling blow was dealt by "Boy Wonder" Monaghan who intercepted a lofted pass by the soon to be distraught Sandhurst fly half. His pace was too much for the defence and he scored out wide for his second of the game. The conversion could by no means be taken for granted but from a tight angle and at a distance of over 30 metres, open side flanker Hamish Pearson showed steady nerves to bring the score level at 26 -26 with 5 minutes to go.

In a true game of two halves(!), there was to be yet another act in this dramatic sequence of events as both teams pushed to gain the vital points to clinch the game. Sandhurst stabbed unsuccessfully at yet another 3 pointer leaving their hard working pack distraught at the apparent lack of kicking ability in the backs. In a final push, Cranwell gained vital yards and were again impeded illegally leaving Pearson with the longest and, undoubtedly, most pressurised kick of the game. At 40 metres out he struck it true and it looked to be on target to secure a famous victory. Unfortunately, it fell agonisingly short to the extent that manager, coach and singer songwriter boss Sqn Ldr Brian Stevenson was leaping about with childlike glee as he believed the College had achieved the victory so sought after. However, it wasn't to be and the game was drawn and the honours shared in one of the finest intercollegiate rugby fixtures for many years.

The scene was once again spectacular; the Old College and the grounds provided an impressive backdrop for RMAS' version of the College Dash. It was evident from the outset that their defeat in the inaugural College Dash was still at forefront of their minds. Unfortunately for the RAF, RMAS had a strong team that was fully rested and the College had a determined team that would be completing in numerous other events.

The race itself followed the normal relay format with teams of 5, the first and last legs being run by the female runners. The Army took the initiative at the start and maintained a firm grasp throughout the race. Despite leading from the

start to finish the result does not truly reflect either the margin or the impressive effort displayed by the College's Dash Squad. A 30 second deficit was incredibly reduced to 10 by the finish line and by the end of the day some team members had competed in 3 events – an obligation that the opposition were clearly able to avoid. Despite the result, the College's Dash Team left with their pride very much intact.

So overall the Inter-Collegiate Games trophy went to the Royal Military Academy, although to run their cadets so close in many of the matches on their home turf was an

achievement in itself. All those who support RAF College sport are ever hopeful that Sandhurst's grip on the trophy can be loosened in March 2006 when Cranwell will have the home advantage.

The officer cadets and staff at the Royal Military Academy were excellent hosts and the evening social function was well supported. The competition for the Mess games was as fierce as it had been on the sports field and it's safe to say that on this occasion at least, honours were even.

KONINKLIJKE MILITAIRE ACADEMIE (KMA) BREDA

V

RAF COLLEGE CRANWELL

15 - 17 APRIL 2005

The second instalment of a four away leg Inter-Collegiate Games programme took the RAF College team to the town of Breda, in the south of the Netherlands, close to the Belgian border. After a long day's travel by coach, a weary but optimistic team of sportsmen and women, along with staff from the College arrived at the Dutch Military Academy, a medieval moated castle, to be warmly welcomed by their Dutch counterparts and briefed on the weekend's events. After a short break for dinner, the Basketball team were forced to drag tired limbs and minds onto court for the opening match, cruelly scheduled for the Friday evening.

The 12-hour bus journey was not going to stop Cranwell from being prepared to win and give 110%. The tensions rose in the hall as it filled with supporters. Tip off was at 2045 and Cranwell made a strong start. Breda's start was not as quick and it took them a while to find their feet, even though they were on home ground. Cranwell found themselves up at the first quarter. By the second quarter Breda got their act together and fought back hard. The RAF College team could not keep up with the pace, making hard work of the offensive plays and not rebounding the defensive plays. The Cranwell supporters made their presences known, pounding the side of the up stairs balcony every time the ball went through the opponents' hoop. By half time Breda had made a lead of 17 points.

The second half saw Cranwell making a comeback, although careless mistakes from both sides created opportunities for fast breaks and easy points. Both sides started their female players in the 4th quarter. At this stage Cranwell were only trailing by 10 points. Ramirez had only one foul before he would be fouled out, as did Breda's number 15. Walsh made sure that number 15 did not see much of the quarter, and Ramirez decided too that he would watch the rest of the match from the sideline. The last 4 minutes of the quarter had more free throws than the rest



of the match put together. Bishop's free throw, however, left much to be desired; maybe he felt that closing the gap to 1 point was un-sportsman like! Walsh was also fouled out, but not before he made some good drives and helped Cranwell close the gap from 39-50 to 47-50. Lessey's timely 3-pointer in the final 2 minutes of the game was not enough to overtake Breda, who won the match 52-58.

Those competing the next day were warned about the Dutch tactics of getting their B teams out to close host our teams, ply them with copious amounts of Oranjeboom until the small hours of the morning whilst their A teams got an early night. Fortunately the cadet teams took the sensible option and they too headed back from the temptations of the underground 'Spijkerbar' to the blocks at a reasonable hour.

A well prepared Cranwell Swimming team entered the second event of the Dutch Games the next morning with an air of optimism. The Dutch had already gone one event ahead in the Basketball and this was the swimmers' chance to balance the scores. First up was the Men's 50m Freestyle, in which Fg Off Dom Sanderson pipped the Dutch swimmer to the post in a close run event. The ladies' event went the same way, in a victory to Cranwell but this time Fg Off Kirsty Donaldson had a winning margin of over 5 metres. The breaststroke had mixed results for Cranwell. In the Men's 50m, SO Hamish Macmillan was defeated by the narrowest of margins as the Dutch swimmer OC Biemans finished 1/10th of a second ahead. For the Girls SO Anna Barrs put in a sterling effort and won by a margin of 2 seconds. The next events were the Men's and Women's 200m; this was a distance that held some mystery, as the College team had not competed at this distance for sometime. The Men's event went all Cranwell's way. A professionally paced 200m by SO Eddy Craig put him over 25m ahead of the Dutch swimmer who had spent most of his energy on the first 100 metres. For the ladies Fg Off Kirsty



Donaldson won once again but this time by over a length! Cranwell were now in an invincible position going into the last event, the 6x50m relay. The team were now brimming with confidence and this paid dividend in the last race as we beat the Dutch team by over 30 metres. Overall, the dedication and training for the College team paid off and the final score was RAFC Cranwell 6 KMA Breda 1. The match was tied at one event apiece.

The cross country races were both afternoon events and were competed over 10km for the men and 5km for the ladies. Although the weather had been mild and offered good running conditions, as the race began the wind and the rain made an appearance adding a different dimension to the course. The course itself was flat but technical as the athletes had to wind their way round difficult turns which affected their ability to gain a steady pace. Both races started quite steadily as the athletes got used to the course and worked together as a pack. Fit Lt Ben Livesey took the lead after lap 4 and Fg Off Dom Sanderson and SO Rich Anderson followed closely behind. A strong team performance overall ensured the men were victorious. The ladies' team also put in a good performance with Fg Off Becky Griffith taking on the challenge after the third lap and finishing in first place, over 300m ahead of her Dutch competitors. SO Helen Peat also had a good run coming in 6th, closely followed by SO Eva Wheeler who put in a gritty performance to finish in 7th place. However, despite its best efforts the ladies team was unable to grasp victory from the Dutch. Even so, the RAF College teams thought that this meant that the points would be shared, but through some creative scoring and combining of men's and women's results, it turned out that the Dutch took the event overall. Therefore the match score was now 2-1 to KMA.

The tenor for the rugby match had been set earlier in the day, with the news that KMA did not have sufficient players to field even a starting XV let alone a squad of 22 and neither had they managed to acquire the services of a match referee! Consequently, the RAFC had to 'loan' them 2 players and OIC College Rugby had to stand in as the referee in order for the match to even begin. Fit Lt Stu Coffey perhaps unwisely agreed to play for the Dutch against some of his own cadets having completed his job as Basketball coach and therefore having had a somewhat sociable night. With every prospect for this annual game to be even more one sided than usual, the match began with the College team in confident mood and so it proved to be the case. The RAFC team was superior in every department and practically scored every time they gained possession of the ball. Their forwards dominated the set piece contests at the scrum and lineout and with primary phase ball assured, they were able to continually launch their superior three-quarters who operated on the 'front foot' throughout. With dominant performances from Fg Offs Simon Cunningham and Tim Lenaerts in the Front Row and Fg Offs Nick Summers and James Kirkman in the Back Row, the forwards secured quality possession for team captain Roly Brading at Scrum Half, to deliver accurate ball to SO Ian Evans who had a fine game at Fly Half. He in turn fed Fg Offs Matt Pereira and Nick Keenan who both enjoyed themselves at Centre and with some hard running from the 'back three' comprising SO Jim Hawker, Fg Off Steve Lewis and SO James Earl, the tries came thick and fast. By half time and with the score at RAFC 47 - 0 KMA, the Dutch side could have easily have 'thrown in the towel'. However, to their enormous credit they continued to battle hard and supplemented by additional RAFC players, who when substituted immediately gave up their RAFC shirts to resume in KMA colours, they made a reasonable contest of the rest of the game. Nevertheless, the Dutch were unable to register a score and with the RAFC practically scoring at will, they eventually ran out winners by 75pts - 0pts.

So the score was tied at two events each, with the prospect of the KMA's specialist event to come. Back at Cranwell the cadet



rumour mill had been in overdrive, as frantic stories were emerging as to the possible content of an event with such a name as the 'Ramparts Dash'. All speculation proved to be wildly inaccurate, especially when the Dutch mentioned that they would provide the coveralls and all the visitors had to bring were their own service issue boots! Rather than a sprint relay of one sort or another (the equivalent event for Cranwell) it became clear from the first sighting that this was something that the team could never have forecast. It was also clear that it was something that would not have been possible to train for, and that a truly cunning plan by the Dutch had been hatched. The Ramparts Dash appeared to be a form of assault course that had been constructed around various parts of the castle's defences, including rather obviously a rampart but also the obligatory moat. After dispensing with any need for a health and safety brief the race began. The first of many apparently insurmountable obstacles was a 15 ft rope traverse above the moat and wooden staked embankments. The strong start made by Cranwell was to come to an abrupt end when SO Adkins came off the rope and descended head first towards the stakes. Certain injury was avoided, when SO James Tabern, leading by example and repositioning himself underneath the most dangerous section of the traverse managed to catch the upper half of his team-mate. From this moment on the experience of the Dutch team showed and it became clearly apparent that this would not be Cranwell's day. The Dutch, clearly well practised at the techniques involved in climbing, hanging from and swinging on ropes, not to mention log sawing, built a strong lead that never looked likely to be closed. However, there was still the matter of team pride at stake. So, with heads held high the courage, determination and team spirit began to shine as Cranwell's Ramparts Dash team completed the course together and without further incident. Both sides were cheered across the finish line and the sense of occasion was clear for all to see, not least because the visitors felt lucky just to have survived the challenge.

The Dutch, as ever, proved to be fantastic hosts and the location of the Dutch Academy, right in the centre of Breda old town, lent itself perfectly to bolstering the already strong relationship between the two colleges. The challenge now is to come up with a surprise event with which to ambush the Dutch when they visit Cranwell in April 2006 - perhaps cricket would do the trick?



BRITANNIA ROYAL NAVAL COLLEGE (BRNC) DARTMOUTH**V****RAF COLLEGE CRANWELL****14 - 16 OCT 2005**

The logistic arrangements for getting the RAF College teams to Dartmouth for the annual encounter with their RN counterparts were interesting to say the least. Due to the event falling during the IOT Carousel, cadets had to be transported from all over the country, a number having to travel all the way from Grantown-on-Spey in the Scottish Highlands to Dartmouth before the event and another group making the reverse journey afterwards. Given the limited number of cadets actually in training at the time, the College Sports OICs had to draw heavily on the services of those in Phase 2 training. Even so, many cadets were scheduled to compete in two or even three events.

Once again, cross-country was the opening event of this Inter-Collegiate competition. Both the ladies' and men's teams were understandably nervous about this event as the terrain was to be much more demanding than any encountered previously. The event consisted of approximately 8km for the men over three laps of the circuit and 6km over two circuits for the ladies. The course was a mixture of heavy muddy ground and shale tracks on steep hills with the occasional brief section of tarmac as the route circumnavigated the college grounds. The weather was breezy but warm and dry. This was the first Inter-Collegiate Games for many team members and the men were championed by Fg Off Van Kints in overall third place and SO Willatts and Fg Off Hutchings were close behind. In the ladies team, Fg Off Garrod romped home with a convincing lead and the remaining ladies secured overall success for the combined team by taking the bulk of the early positions. This was another well-earned victory for the RAFC team who faced strong male opposition from the BRNC Team on a challenging hilly course and they won the event through their combined best efforts.

The netball began at 1000hrs with a view to playing 4 quarters. SO Hammond and SO Garrod stayed off the court for the first quarter to enable them to recover from the cross-country course they had just completed. The first quarter saw both teams scoring equal goals and playing to similar abilities. The centre court action of BRNC was not as strong as RAFC Cranwell but two key players soon identified themselves from the opposition; the Goal Shooter and Goal Defence – playing at the opposite ends of the court but whenever either gained possession, they offered a huge advantage to the team. The second quarter saw SO Hammond and OC Garrod play their debut, replacing SO Faulkner and OC Bynion. Again the score remained close, which increased the frustration in both teams. The pace of the match was frantic and the single umpire was pushed to her limits but remained ever vigilant. The quarter ended 8-9 to RAFC Cranwell. During half time changes were made again; OC Bynion remained off court and SO Daley joined her. Positions were switched on court. The third quarter really saw some action. In their eager attempt to gain possession, RAFC Cranwell fought desperately for the ball, but giving away endless penalties in the process. SO Higgins supported the team tremendously with her key position as Centre, using the position to her advantage to slow the rapidity of the game. The Defence worked effectively together using communication to stop those goals from going in. Ultimately RAFC Cranwell was a stronger team but our

shooters could not compete with those from BRNC. The final quarter saw almost the same team on the court as had been seen in the first quarter. The lead continued to be contested viciously, so much so, that the Umpire issued a warning to both teams to play fairly and safely. Play continued in good spirit and was thrilling to watch. The end result was 15-13 to BRNC. We were 'pipped at the post' proven with a comment from the umpire once the final whistle had been blown; "I thought you girls had it at the end there". If only. SO Harris rightfully received 'Player of the Match'.

So Dartmouth had levelled the match scores at one apiece, although Flt Lt Moran and Cpl Kenna, the Cranwell Hockey OIC and Coach, were quietly confident that they had a strong team with which to tackle the Dartmouth side, particularly as BRNC had been reluctant initially to play hockey and had tried to cancel on the grounds that they could not get a team.

The hockey was late to start due to waiting for players from the netball and then because of an unfortunate injury to the Dartmouth goalkeeper. The fans from Cranwell had taken the time to walk up the hill to the pitch and made sure they were heard which was appreciated by all of the players. Cranwell started much the stronger team spurred on by our support, the first goal by Cranwell captain Fg Off James who was in the right place to sweep the ball onto an empty net at the back post. Cranwell then started to pass the ball around nicely, one flowing move put SO Miller through and he selflessly passed square to OC Quartermaine who was able to slot the ball neatly into the bottom corner. Two-nil to Cranwell with Dartmouth under constant pressure and the side seemed to be cruising to a comfortable victory. However, although the RAF College side pushed hard for the rest of the half, and despite numerous attempts on goal, they were able to score. However, after Dartmouth hit the bar, Cranwell were pleased to get in at half time with their two-goal lead intact. A few inspiring words from the Cranwell coach should have inspired the team to greater heights in the second half, however, the greatest impact to the game was the fact that the crowd disappeared to eat lunch! The eerie silence around the pitch meant the game lost all impetus; the Cranwell team all working themselves into the ground despite a lack of organisation at times. The second half was the opposite of the first, with Dartmouth hitting Cranwell on the break and pulling a goal back early in the second half. The Cranwell players looked nervous and there were times when it looked like Dartmouth were going to equalize. Due to some sterling work by the defence and the goalkeeper, Cranwell managed to hold their lead and their nerve, just keeping Dartmouth at bay until the final whistle. The last 10 minutes on the sidelines seemed like an eternity to the OIC and Coach and there were relieved faces all round at the end. The man of the match award went to OC Knapp for his strong, some would say match saving, performance in defence. 2-1 was the final score in the hockey and coincidentally meant the match score was also 2-1 to the light blues.

For numerous spectators at Dartmouth, the Rugby was to be the most significant and fiercely contested match of the day. Although many Cranwell team members were scattered around the British Isles, they made the long journey to Penhale Army Training Camp in Newquay for a days training



The Cranwell Front Row.

on the Friday. On the morning of 14 Oct 05, the Newquay Leisure Centre played host to a highly motivated College Rugby Squad, with places being fought for. After 4 hours of hard graft, the squad were gradually coming together as a cohesive unit. Prior to the encounter at Dartmouth, Cranwell had played only one match together and were therefore not as experienced as the home team.

On paper, both teams had the potential to be destructive on the pitch, but it was Cranwell that took the psychological advantage 20 minutes prior to the kick-off. Their warm-up looked as professional as the kit they donned; the drills were slick, the handling perfect and their communication effortless. For a team that was only days old, they looked like they had years of experience together.

The first few minutes of the game demonstrated the excitement of both teams as the play was very fragmented, leading to a runaway try by Ian Evans, Cranwell winger. This led to a 5-0 lead within the first 2 minutes of play. The game soon settled down, as both teams found their feet and resulted in Dartmouth being on the defensive. Strong forward play by Cranwell, with some very strong attacking lines from the Cranwell backline soon led to Dartmouth conceding another try, this time to Andy Smailes cutting a great angle at pace.



Cranwell, in dark kit, putting Dartmouth under pressure from early on.

Chris Hilliker, who had been using his boot to great effect throughout, duly converted.

Dartmouth were pinned to the back foot for the remainder of the first-half and on the 36th minute, Chris Pearson broke through their defence to score the third try of the day. Cranwell went into the second-half 17-0, with a positive and confident attitude that reflected the team effort on the pitch.

The second-half witnessed Cranwell unleashing its full potential with another try in the second minute of the half. Matt Periera demonstrated his great vision and excellent passing ability with a behind the head pass to Nick Summers, open side flanker, who drove over the Dartmouth line for the try. Hilliker converted from far out on the right wing to make the lead 24-0. Within minutes of Summers' try, Hilliker used his pace and strength to exploit a large hole in the Dartmouth defence, offloading to hooker Adam Rezazadeh to score under the posts. Hilliker converted, stretching the lead to 31-0.

Cranwell became determined to continue their offensive play, commanding the speed of the game and preventing the home side from seeking refuge. The RAF College dominated play in the open, as well as during set pieces, resulting in a second try for Evans, putting the score at 36-0. The zealous Cranwell forwards continued to disrupt any Dartmouth attacks, stealing the ball and hitting hard in the tackles, whilst the backs maintained a watertight defensive line. Chris



Cranwell celebrate under the sticks with Coaches Jackson and Willmott.

Metcalfe, blind side flanker, and Chris Wright, second row, consistently rucked Dartmouth off the ball during the match, securing clean ball for the Cranwell backs.

Fluent play and good support between the forwards and backs led to David Carey, Cranwell No.8, receiving the ball and driving through two defenders to score under the posts. Hilliker once again converted pushing the score line to 43-0, and a sense of accomplishment by Cranwell did not stop them pressurising. The final minutes of the match saw Cranwell continue to stretch the defence, leading to substitute, Alistair Spence, receiving the ball to score on the far right wing. With the final conversion missed, Cranwell were jubilant with the 48-0 victory as it reflected all the hard work by the team and the backroom staff, which included Phil Sampson, Flt Lt Gav Willmott and Sqn Ldr John Jackson. Credit must also go to the BRNC team, who never gave up and tackled like Trojans until the end.

The footballers had been eagerly awaiting the tie and arrived with high optimism that they could succeed. Following a quiet night on the Friday, the team trained early on the Saturday in order to perfect set pieces and get a feel for the pitch. This dedication paid off early in the game as the RAFC boys grabbed the game by the scruff of the neck. Within five minutes pressure on the Dartmouth defence resulted in a clumsy tackle on Stark in the box. The referee signalled for a penalty and Fuller was only too happy to convert the spot kick. This was the start the RAFC needed and they began to play attractive football and the dream start continued when a lovely ball from midfield enabled Stark to out pace the defence and slot home past the oncoming keeper. Fifteen minutes had passed and we were 2-0 up and cruising. With the 3-5-2 system working well the predictions murmured at the sidelines was of a goal fest. Unfortunately, the BRNC players picked themselves up and a tidy interchange on their left wing outflanked the RAFC defence resulting in an unstoppable shot from the winger's pull-back. With the score 2-1 after twenty minutes the game looked like it was going to be a real cracker. Hard work by both teams meant end to end stuff for a few minutes, until a lofted ball from Prager into the Navy penalty area resulted in a push on one of the RAFC players and the referee was only too happy to award the second penalty of the game. This time Jones wanted to get on the score sheet and



Britannia Royal Naval College's specialist event – the Ramp Relay.

did so, with a well taken shot. The score was now 3-1 and the RAF were back in control. Attractive football followed with the midfielders Goodyear, Wood, Cave, Fuller and Fivey distributing the ball well throughout the pitch utilising the extra players and space. However during a lapse in concentration, one of the BRNC midfielders hit a brave cross shot from 40yards which lobbed our surprised keeper Harvey. The game had taken another unexpected turn. Then with a stroke of Beckham like genius and in a case of whatever you can do, I can do better, Jones struck the ball straight from the kick off, lobbing the BRNC keeper and leaving the crowd awe struck; 4-2 and still only the first half.

An effective team talk by the BRNC at half time meant a revitalised team returned to the pitch determined not to lose this important game. They gathered momentum and really took hold of the match. A couple of mistakes by the RAFC team led to the game being clawed back to 4-4 with still thirty minutes remaining and the BRNC looking very much like the stronger finishers. Two changes were made by the RAFC in order to regain control of a game they had looked certain of winning after fifteen minutes. The team pulled themselves together and strong leadership by the experienced McIntosh and Schofield at the back ensured the team believed they could succeed. News of the nail biting finale spread quickly and the supporters flocked over to motivate the teams. This support spurred on both teams and most certainly Fuller who



RAFC Cranwell and BRNC Dartmouth teams prepare for the final event.

produced magical skills on the left flank by skipping past challenges, cutting in late he left himself with a tight angle to shoot, however he confidentially slotted the ball under the oncoming keeper. The score 5-4 to the RAFC with less than five minutes remaining. A hard fought game by both teams; however when the final whistle echoed on the pitch, the RAFC were deserved winners. Celebrations followed resulting in a Nick Cave head injury and man of the match Rich Goodyear buying the team drinks. This was a truly magnificent game and an excellent and gutsy performance by the RAFC. There was now every expectation of a similar result the following weekend against the German Air Force Academy. The overall match score was now 4-1, an unassailable lead for the RAF College team, with only the final event, the Ramp Relay to come.

The sweeping ramps in front of the historic Royal Naval College provided a spectacular backdrop for the final event of these Inter-Collegiate Games - the Ramp Relay, a 6 member relay with a cruel uphill start and a fast downhill finish on each

350-metre lap. Competing first for the RAF College was SO Carrier, in her third event of the day, who despite her best efforts fell behind her Dartmouth counterpart. At the change, SO Carrier handed over to Flt Lt Evans, who ran a strong leg as he attempted to close the gap between the two teams. The baton then passed to OC Ogston, who handed over to Fg Off Hutchings, both of whom gaining ground on their BRNC competitors. The last male runner, A/Pit Off Van Kints fought to keep the RAF in contention against an experienced national 400 metre runner and handed over to Fg Off Garrod, also competing in her third event of the day, for the final leg. Fg Off Garrod stormed after her opponent, making significant ground, but the lead was just too great and the eventual winning margin for BRNC was 6 seconds.

The final event made the overall match score 4-2 to the RAF College and wrapped up the sporting events superbly. The Naval College cadets and staff were impeccable hosts and invited their guests to sample the atmosphere of downtown Dartmouth.

OFFIZIERSCHULE DER LUFTWAFFE (OSLW) FÜRSTENFELDBRUCK V RAF COLLEGE CRANWELL 21-23 OCTOBER 2005

The annual games between Offizierschule der Luftwaffe and Royal Air Force College Cranwell was this year held at Fürstfeldbruck airbase, home to the German Air Force Academy. The event was officially opened and the Games commenced with Basketball as the first event. RAFC Cranwell had fielded a mixed side in terms of experience, in contrast with the German team who were all experienced players on paper. The starting five were chosen from the veterans of the game and after a hard fought first quarter Cranwell was ahead by 18 points to 16 and also clearly in the lead in terms of fouls! The second quarter saw the Germans pull ahead by 28 points to 26 but at this point Cranwell had started to show signs of dominating the game. A stand off in the third quarter between Cranwell's Anthony Walsh and his opposite number saw Cranwell come out on top again. Walsh scored 10 points in this quarter alone and totally outclassed the German opposition. Cranwell were ahead by 45 points to 42 entering the final quarter and with the German's star player being fouled out of the game, the German team fell to pieces. Walsh once again capitalized upon this, scoring 16 points in quick succession; the German team was beaten convincingly at their own game by a total of 62 points to 52. Despite all of the German distractions and displays of sportsmanship Cranwell had played a hard and fair game. Walsh, Thompson, Russi, Crosse and McIntosh were the key players in this game displaying both individual examples of their skill and a team spirit. Without these key players a win would not have been possible but the team effort given to ensure this made for an excellent way to start the 2005 Games.

Falling directly after the Navy games at Dartmouth the cross-country teams consisted of virtually new line-ups for this competition. The ladies' team was buoyant after its success at Dartmouth with the men's team a relatively unknown quantity. The event consisted of approximately 7km for the men and 5km for the ladies around a short circuit, often on narrow track, which made overtaking a real battle. The men were championed by SO Pearson of C Sqn, and Flt Lt Davison put

up a sound performance as the first RAFC lady home. The ladies secured success in their event and the men's team fought hard against a much more able team. The overall results did, with some inventive calculations, lead to a win for the German team. On the whole, this was a challenging event that provided a good opportunity for new team members to 'earn their spurs' and gave the team the firm foundations for better results in future events. The scores were now level at one event apiece.

Years of German dominance in the international volleyball arena had obviously rubbed off on the Luftwaffe team. The Cranwell squad had a good deal of ability and plenty of enthusiasm but lacked both the height and power of the German squad. The first set started off quite evenly with good play from both sides. Early on, Cranwell played some great 3-shot volleyball that culminated in powerful spikes to generate good points. The German team soon caught-up and strung together some good passages of play to sneak ahead. The German game was well structured and ended in some powerful spikes from the two main hitters; both were well over 6'4" that gave



German defence attempting to block the RAF Cranwell hitter.

them a massive advantage at the net. The Luftwaffe squad jumped ahead to win the first set by five clear points. The following sets ran to a similar pattern with the Germans slowly getting more and more confident. The second set was won by the Germans 18-25 and the third by a similar margin. Despite our best efforts in strong serving and enthusiastic blocking at the net, the RAF College Team were simply outreached and outgunned by some quality play from the Germans. The College Team put up a creditable challenge but lost out in the end, three sets to nil.

With abs of steel and bulging biceps the RAF team arrived to compete in the Physical Fitness Test against the German Air Force. The event is actually the German Air Force Fitness Test, equivalent to our RAF Fitness Test; it comprised of five separate tests and required a male and female competitor for each. The Germans certainly had the edge, as they were easily able to pick their best team and were all well practised in each event. On arrival both teams were briefed on the specifics of their event, the RAF team were full of enthusiasm and ready to go. The first event was the pendulum run which comprised of 4x9 meter sprints. SO Daley and SO Stewart completed for the RAF. Next was a 40 second maximal sit up test, which SO Carrier and SO Slack competed in. There was a slight problem as there was confusion over who was counting the sit ups, therefore the female competitors were made to do the test again, where the RAF College was victorious. The third event was standing board jump, SO Galbraith and SO Faulkner both put in a good display, however, it seemed the Germans had springs in their trainers! With two events to go the RAF were in touching distance of the German Air Force Academy. The next event was a bizarre method of doing press-ups, which included lying flat on the floor with hands behind the back after each press up and whilst arms were extended touching their other hand, this attempt was made by SO Daly and SO McIntosh. The Germans previously experience definitely came in handy here and at this point the Germans were pushing ahead of the British team. In the last event, which was a maximal 12 minute run around a 400-metre track, the Germans had a national runner competing. SO Pearson and Fg Off Wheeler put in a valiant effort even after competing in the cross country earlier in the day, but were beaten by the much stronger German runners. The final score was 126 points to 90 in favour of the German Academy; the home advantage of regularly competing against each other paid off.

Unfortunately this meant that the Germans now had an unsailable 3-1 lead, which brought the scoring of the cross country into sharp focus, as that event should have been drawn and the points shared, which would have given the Cranwell Football team a chance to level the match overall with a win in the final event. That said, pride was at stake and if anything this made the football team even more determined to win.

Confidence was high following the impressive 5-4 win over the Royal Naval College, although previous football matches between the RAF College and the German Air Force Academy had traditionally been very tough, with the matches drawn or decided by the odd goal. Despite the loss of a couple of influential players, the team had the belief it could win. The football was to be the last event of the day and a large crowd congregated to watch. The spirit of the Cranwell team and supporters was high despite already knowing the score would not influence the final result of the Intercollegiate Games. The match started very evenly with all players getting stuck in immediately after the whistle. Within 15 minutes the Cranwell team had spotted a weakness in the German side; the shape of their defence and two real chances came in quick succession with both Jones and Stark in a one-on-one

situation with the keeper. With nerves high, both chances were well saved by the keeper. However it was the start Cranwell needed. End to end play followed for the rest of the half and gave the crowd plenty to scream about. (Or in the German case, play the titanic theme tune over the megaphone!) A further chance followed when McIntosh rose to meet a corner, his clean header just clearing the cross bar. All the clear chances had fallen to Cranwell. An influential talk at half time saw Cranwell come out positive they could secure victory. They gained control of the game immediately and started to play exceptional football. Not surprisingly the German team were making the best use of their acting classes and at every opportunity they would fall to the floor clutching their heads. Nevertheless, the game continued in Cranwell's favour with the Germans being restricted to a few difficult chances. In the end Cranwell were really unlucky not to break the deadlock. As the final whistle echoed around the pitch, the supporters had heard plans (previously unannounced in the programme) to hold the dreaded penalty shootout. The Cranwell players remained confident of winning and the brave few pencilled themselves in for a spot kick. It was looking promising with our first few players hitting the back of the net easily, however Cave was unfortunate to have his shot saved, although he did not leave the goalkeeper much of a challenge. Subsequently a German player missed and the competition went into sudden death 4-4. Another 2 penalties were scored and at 5-5 it fell to Goodyear to continue, however his shot sailed over the crossbar. Although the final German penalty was clinical the team appeared shocked to have won the game, one that Cranwell were in control throughout. Cave was nominated Man of the Match. Defeated by the Germans on penalties – fate dealt the RAF College a cruel hand!

The final match score of 4-1 to the German Academy did not reflect the efforts of the Cranwell cadets or the closeness of the majority of the events. Home advantage, specialist event experience and a larger pool of players on which to draw were the key factors in the Germans' victory. With three full IOT Courses present, home advantage and choice of events, all the RAF College staff and cadets are looking forward to a different outcome in the 2006 German Inter-Collegiate Games which will take place in September or October.

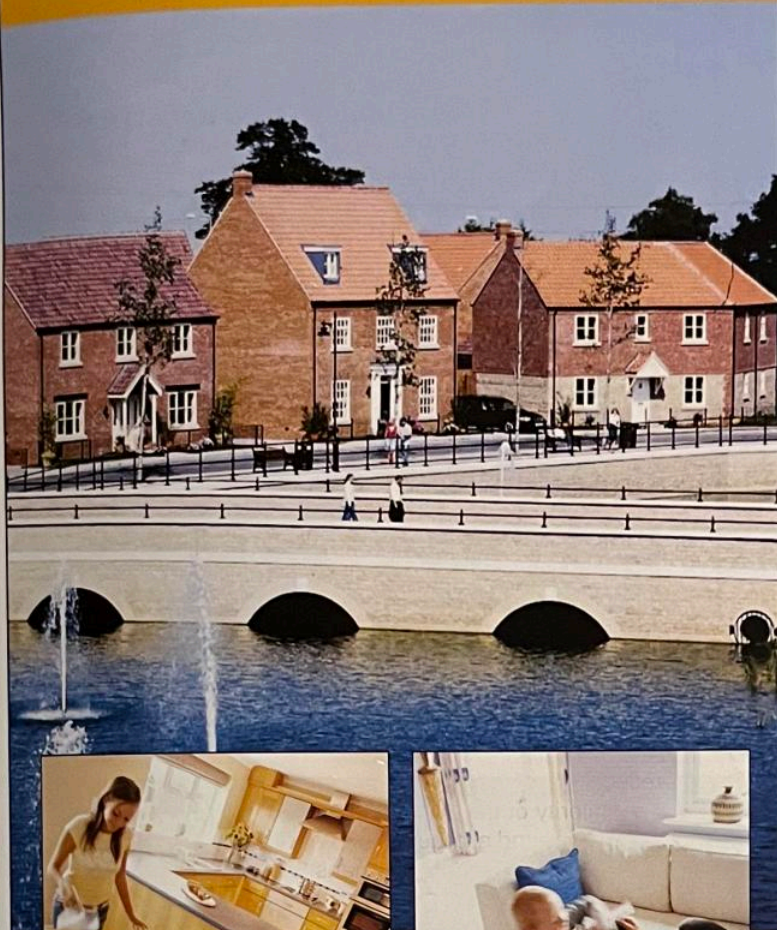
The Germans are nothing if not generous hosts and the celebration dinner that evening combined good food, gallons of Bavarian beer and a traditional 'oompah' band. The atmosphere (or was that the beer?) clearly went to everyone's heads – even the College Warrant Officer was to be seen doing the conga around the Officers' Mess wearing natty Bavarian braces and a knotted napkin on his head whilst clutching a yodelling Bavarian toy bear. The rumour that on returning to Cranwell he impounded all the cadets' camera phones is completely unproven.



OC Gary Macintosh puts pressure on the German Air Academy Goalkeeper



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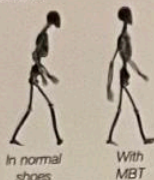


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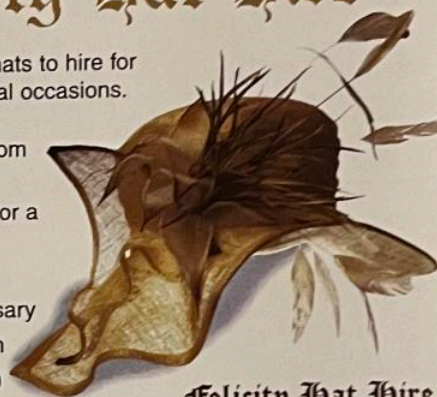
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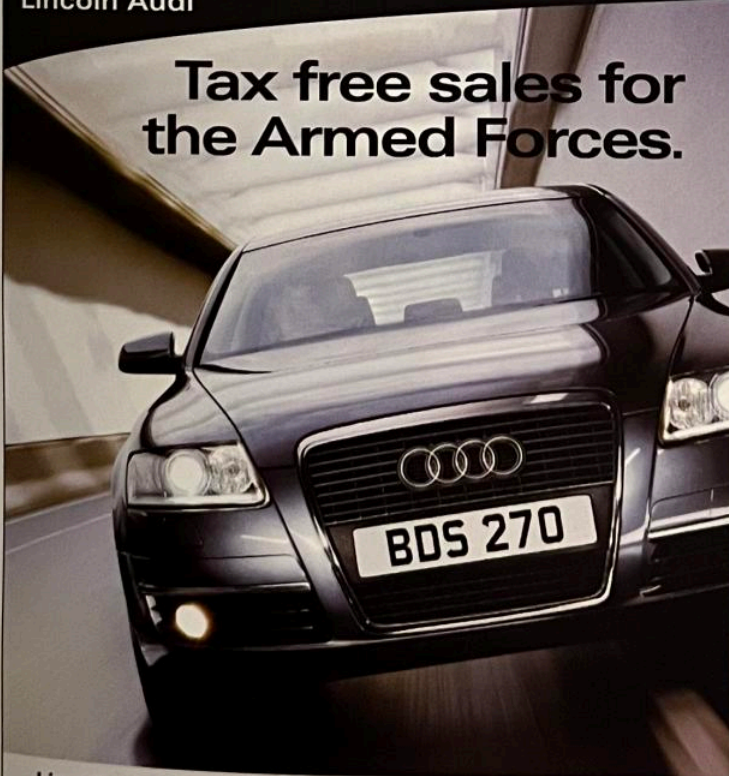


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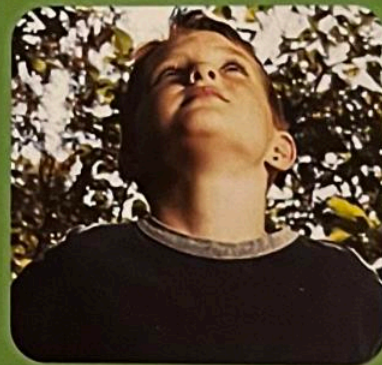
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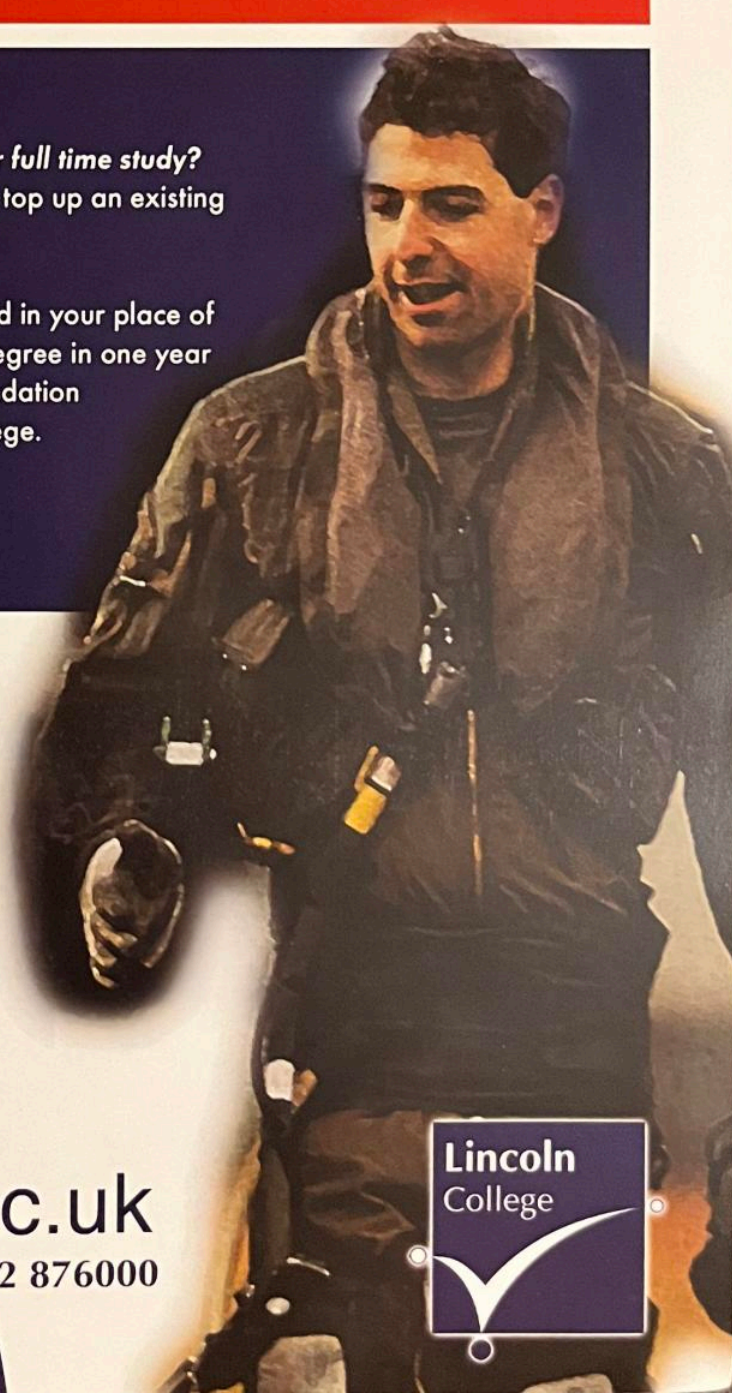
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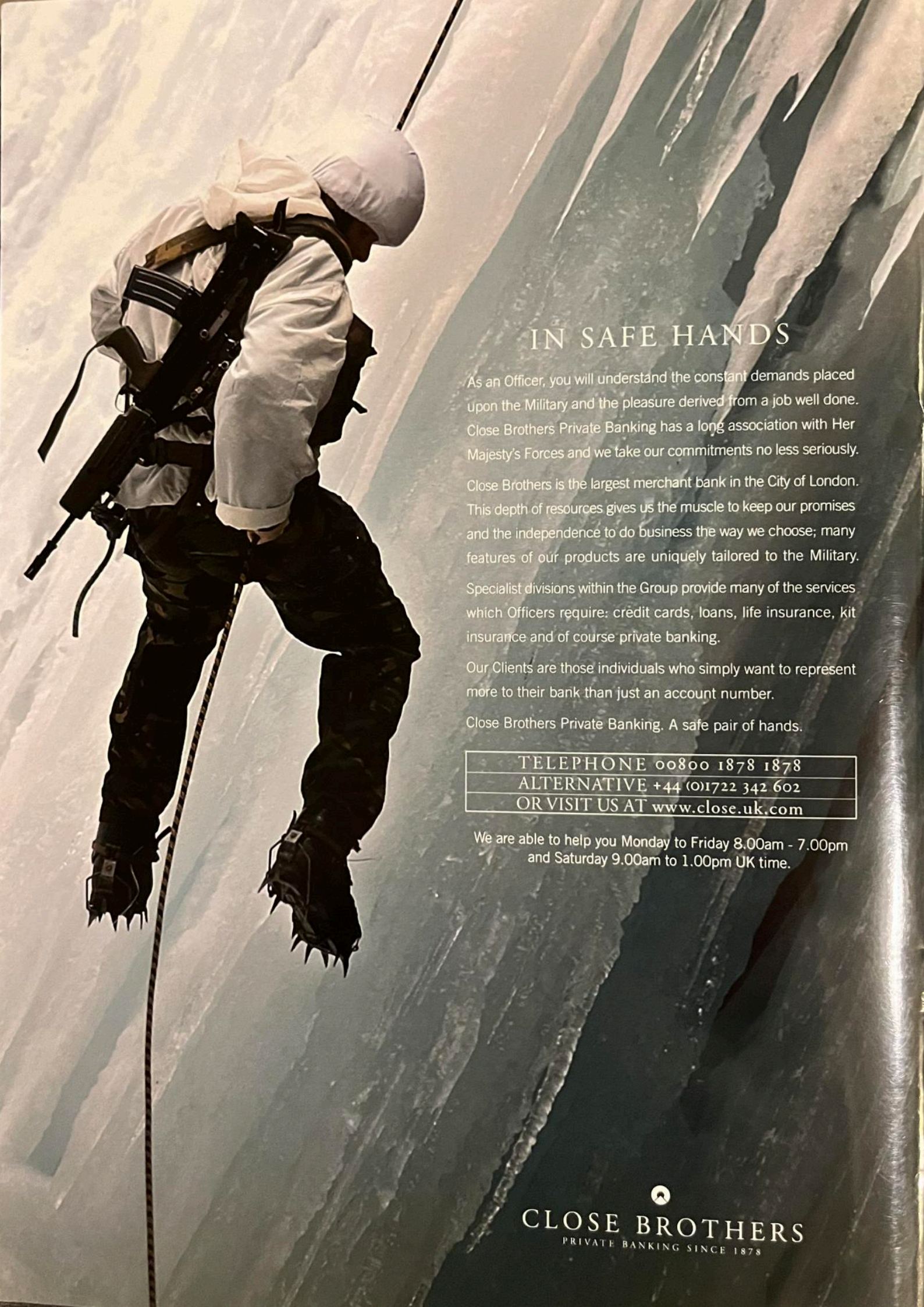
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